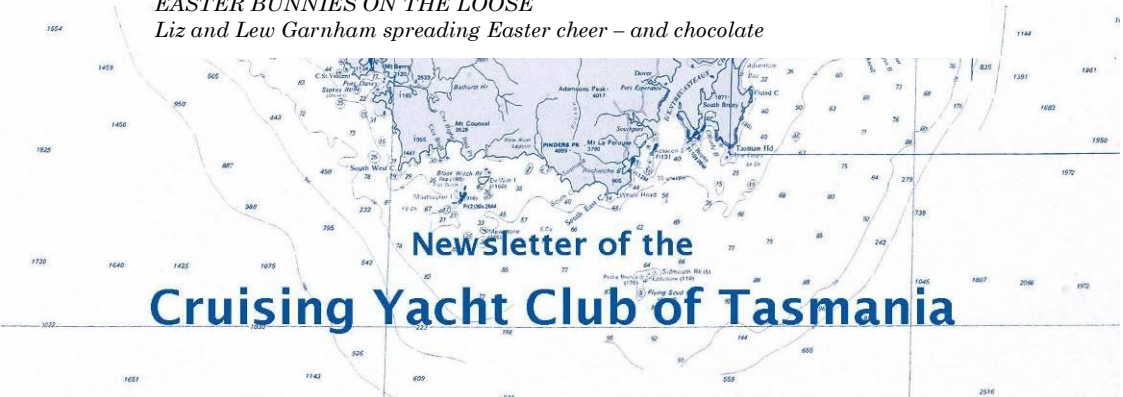


# Albatross

Volume 37 No 5 June 2011



*EASTER BUNNIES ON THE LOOSE  
Liz and Lew Garnham spreading Easter cheer – and chocolate*



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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### Cruising Responsibilities

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

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

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

## CYCT Calendar

### June

Sat 4<sup>th</sup> Fifth and final session - Celebrating Women on Boats

Tues 7<sup>th</sup>

General Meeting at DSS 8.00pm

Speaker: Patrick Syngé

'The Good, the Bad and the Ugly - Confessions of a Marine Surveyor'

Wed 15<sup>th</sup>

Committee Meeting at Mariners Cottage – 7.30pm

Sat 11<sup>th</sup> – Mon 13<sup>th</sup>

Cruise to Port Huon. Evening meal at Kermadie Hotel. Visit to Franklin and /or Huonville on Sunday.

### July

Tues 5<sup>th</sup>

General meeting at DSS 8.00pm

QUIZ NIGHT!! Mustery Quiz Master

Bring past members for a fun night. Supper donation to be decided.

Wed 13<sup>th</sup>

Committee meeting at Mariners Cottage – 7.30pm

17<sup>th</sup> July

Mid-Winter BBQ Waterworks Reserve Hut 9 from 11.30 onwards. Open to all members, family, friends and past members.

Details from the Rear Commodore in the next Albatross

Fri 22<sup>nd</sup>

New Member's Night. Venue and further details to be announced

### August

Sat 13<sup>th</sup> Annual Dinner Hobart Function and Convention Centre

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An up-to-date version of the Calendar can be obtained from

<http://www.cyct.org.au/Calendar/>



## Editorial

To the skipper of the Bruny Ferry who observed a yacht performing a series of mysterious manoeuvres, including zigzagging astern for long periods, in the Channel off Kettering last Saturday..... Yes – it was “Lady Drivers”!

Four women threw caution to the winds, took the wheel and discovered just how different driving a yacht is to driving a car. In total, seven women took charge of two yachts (one in Hobart and the other in Kettering) and from the grins, the shrieks, the applause and the “thumbs up”s, it was obviously a successful day of discovery for all.

They set and reefed sails, tied bowlines, discussed heaving-to and sail trimming. It was sheer delight to see skills and confidence grow as they took turns picking up a mooring buoy, quickly getting a feel for coming head to wind and controlling a vessel under power as the exercise was repeated over and over again. Piloting their way into an anchorage and positioning the boat to drop anchor emphasised the importance of communication and for some it was a chance to put themselves in their partner’s shoes (the article on hand signals for anchoring in this issue might be helpful). In fact, I think there might be a greater appreciation for the complex roles their skippers play and the depth of knowledge they hold.

It was very apparent that these women are hugely keen to learn more. Hopefully this short (7-hour) taste will give them courage to step up and get more actively involved in sailing their yachts. Their encouragement of each other was wonderful and we have two really good crews in the making.

Having cleverly booked my holiday to miss the Maritime Marketplace, I came home to find a pile of new goodies sitting beside the pile of unsold stuff. I hope a repeat is planned next year so we can exchange a bit more “useful” gear. If you bought a SEA HF radio and tuner from my skipper, you might like to call him on 0417452816 to collect the mounting bracket and all the cabling which you didn’t get at the time.

Kim Brewer  
*editor@cyct.org.au*

In May’s issue I misspelt Steve Newham’s name in the article on *Nyandra*’s cruise north Apologies, Steve.



## Commodore's Comments

It's been a busy few weeks. The Maritime Marketplace, the Navigation Cruise, ongoing 'Women on Boats' forums, debating the cost of the annual subscription, an Anniversary Dinner to plan, and the prospect of an AGM not too many months away have all ensured that the Committee has not had too much idle time on its hands. But that's how we like it!

Let's start with annual subscriptions. Thanks largely to an influx of new members we have been able to keep annual subscriptions for Family Memberships to \$60pa. This means the rate has remained unchanged for three years, and when you compare our subs to those of other clubs you have to agree that we offer exceptional value for money. However, it probably can't go on like this for ever and a rise may well be required next year.

I have just received good news from our holidaying webmaster. He seems to be unable to keep himself away from his keyboard – even while in France! He confirms that we have finally been approved for our proposed PayPal arrangement which means members will be able to purchase Club items – including annual subscriptions – via the website, using credit cards. Better yet - we can start using this facility for this year's subs which will make the Membership Officer's and Treasurer's jobs much easier. Details will appear on the invoice included in this 'Albatross'. Many thanks, Dave, for your hard work and perseverance.

### Maritime Marketplace

A large crowd attended the first Maritime Marketplace at Kettering on May 7<sup>th</sup>. At times, parked cars stretched as far as the eye could see along the Channel Highway. Many items changed hands and smiling faces were to be seen everywhere. How many items will reappear at the next Marketplace remains a moot point. The outcome financially was that we and our joint venture partners, Kettering Yacht Club, each made around \$400 - a tidy sum. Club member Marie

Pforr was busy all morning barbecuing at the Sausage Sizzle being run alongside the Marketplace, which raised around \$350 for the Red Cross.

Your Committee has agreed that we will do this again next year so we will be looking for volunteers to help make this happen. If you are interested, please let me know, especially if you are based in the Channel area.



**Bargain hunters at the Maritime Marketplace, Kettering Hall**



### **Navigation Cruise**

It was very disappointing that only five boats took part in the Navigation Cruise this year. This seems to be an extension of a trend that has been occurring over recent years and I would welcome comments from those who have participated in the past with

ideas on how the Cruise could be improved. I would also be equally keen to hear from those who have not participated as to why this is. Are we doing something wrong?

What I can say with certainty is that everyone who takes part has a great time – even those who have trouble telling their east from their west! And the prize-giving dinner is always a lot of fun as we maintain the Club tradition of not taking ourselves too seriously.

### **2011 Annual General Meeting**

September may seem like a long way off, but it will creep up on us pretty quickly. At least two of the current Committee have indicated that they will not be available next year, so replacements will be needed.

As well as making a contribution to the running of the organisation, serving on the Committee is a great way to get to know fellow Club members better. I think it's fair to say that we are a pretty active Club right now and that Committee meetings are lively, productive affairs so if you want to be part of the action, please consider nominating for a Committee role.

If you would like to know more about what's involved, contact me or any member of the Committee (contact details on the inside cover of 'Albatross') for a chat.

### **Anniversary Dinner**

This will be on 13<sup>th</sup> August at the same venue as last year – the Hobart Convention Centre. Last year's event was a great success – this year's will be even better. Put the date in your diary. I will be talking to TasPorts in the next week or two and hope to be able to confirm free access to Con Dock for those members who wish to bring their boats into town for the night.

That's it for now.

Cheers.

Chris Palmer

commodore@cyct.org.au





## Vice Commodores Report



### LOCAL NEWS

Easter was the main May cruise that saw CYCT boat activity from Maria Island in the north to Recherche Bay in the south. Though the Club's intended destination was Maria Island and Schouten Passage, the weather pattern was not favorable without possible uncomfortable weather exposures. Quarantine Bay was chosen to maximize participation and then assess continuation options, especially including the Dover Regatta.

Good Friday deteriorated with initial 'full sail and spinnaker' light favorable winds in the Derwent becoming gusty 35-knot SW 'reefers and heelers'. Good shelter was had at Quarantine Bay allowing an opening evening BBQ. As conditions were to deteriorate, Saturday saw most yachts remain for an afternoon BBQ, before some headed off for alternate destination, or for more shelter from a possible southerly direction wind.

Easter Sunday morning was sunny and so were the 'white bunnies' funny. 'Too white' they were, 'ducking' about in a white Aquapro, pink whiskers and ears quivering in the early breeze, exhibiting the sock-formed progeny in search of another boat-born sibling. The proud parents found none, so the choco's we won, however a few Limericks did appear as Easter Eggs were delivered to the many boats

'Minerva' sailed to Quarantine,  
Where Lew and Liz had often been,  
He said to his honey  
That's very funny,  
On Albatross boats, Easter Eggs are seen'.

'There was a boy from Bermuda.....'  
The nude, rude, wooed girl.... won no eggs as WE were shrewd her!

'There were sails without blocks  
And Keith had no chocs,

There was no club BBQ

Oh what to do!

The winner of the Limerick Chocolates was Bryan and Liz Walpole's submission;

'The ol' couta boat 'Merlyn',

Down channel she's a whirling,

The sea she was rough,

But our Liz is tough,

'Cos sails she was a furlin'.'

Twelve CYCT boats were counted there; *Minerva*, *Windrush*, *Eight Bells*, *Riverdance*, *Get a Life*, *Puffin*, *Talisman 2*, *Ocean Child*, *Vailima*, *Lalaguili*, *Merlyn* and *Intrepid*. Good to see new members in their boats being given sailing assistance and reassurance.

*Windrush* went to Rabbit Island where *Andromeda* and *Irish Mist* had left for Recherche. The Dover Regatta activities appeared not to meet expectations. *Riverdance* went to Aitkins Point where we joined them, with *Merlyn* later, for a BBQ to the north of the Point (where a small creek enters at a beach). Liz and I walked across the isthmus and beachcombed a variety of shore fronts from fine pebbles to rocks and cliffs. The next morning we were joined by *Odyssey 3* for morning tea.

Cleaning the few flathead caught off Simpsons Point, with the kite flying will always induce a wind change when ones hands are the slimiest. Late that evening we anchored at Mickeys in a 180degree shift.

Next day the weather had fined up, but time for home as the weather became glorious.

The crews of *Andromeda* and *Irish Mist* enjoyed the exploration of early settlement sites at Recherche, *Reflections* visited Safety Cove and Fortescue, while Colin in *Sun Odyssey* bar-bumped in a fishing boat wake while approaching Dennison Canal on a round peninsular trip. *Mistral* was reported as sheltering at Riedles Bay, Maria Island.

Congratulations for the successful Maritime Market at Kettering and thank you to all who assisted in the planning and execution of this new event.

I am certain Chris and Alan will report on the Donald Sutherland Memorial Navigation cruise where 5 boats participated. Congratulations to Andrew in Reflections on another win! The Mermaid Café provided excellent meals and venue for our social meeting with many new members present. Chris and Alan presented prizes (some unexpected) and the navigation cruise highlights. A good time was had by all.

Sunday proved too windy at the marina to encourage a BBQ and other important practical fun water activities that were planned. Our sail home with Ken and Lyn on board *Minerva* was interesting, sharing experiences and the fickle winds ranging from 38 knots to random light puffs.

Alan will follow up the excellent 'Women in Boats' forums with on the water activities this weekend both in Hobart and Kettering. At a later date, the postponed 'Man' Overboard' exercise will have a discussion evening at Mariners Cottage followed by practical hands on boat water activity.

### OVERSEAS WHISPERS

I believe that Pat, sailing solo on 'Pendulum' has safely crossed the Tasman on his way to the fabulous Marquesas Islands, in the French Polynesia group. These twelve volcanic islands lie about 760 nm (1,400Km) north east of Tahiti make interesting reading.

Unfortunately 'Star', a 12.8m aluminum pilot house modified Herreschoff Ketch from Kettering, owned by David Tanner, suffered severe storm damage about 100 nm north of NZ. Reported to be now safe in Opuia, the main port in the Bay of Islands.

### PLANNED CRUISES

I propose that the weekend of the 28<sup>th</sup> and 29<sup>th</sup> be spent exploring Great and Isthmus Bay areas, possibly having a Saturday night BBQ at the creek just to the north of Aitkins Point. No extra time formally needed to extend cruising.

The three days of the Queen's Birthday week-end, Sat 11th to Monday 13th can start with Sat. Overnight at the Port Huon (Kermandie) Marina and a good evening meal at the Kermandie. Hotel. As berthing at Franklin is very limited, a shared boats option on a Sunday cruise, and possibly up to Huonville. Monday; a leisurely exploratory cruise home with a BBQ stop.

### WATERWAYS

A 'germinal sketch plan' for a small 6 boat marina at New Norfolk has been sent to MaST and the Derwent Valley Council, and a request for the Black Jetty wailing timbers.

DIER has been contacted about the inadequate light signals on the Bridgewater Bridge.

Other yacht clubs will be contacted to add support and momentum to important issues.

### BURGEES

Don't forget to fly your burgee – and keep an eye out look out for other boats flying the Albatross, especially new members who might be a bit shy about approaching a group. Let's maintain our reputation as a friendly club.

Safe Sailing,

Lew. (Lewis Garnham, Vice Cmdr).



## Rear Commodore's Report

Thank you to John & Sue Cerutti for the presentation of their cruising in the Southern Pacific Islands. Unfortunately I was not able to be present but I'm sure that it whetted some sailing appetites for excursions further afield.

To those who dined at "Moorings" in June, the club patronage of the dining room is much appreciated by Derwent Sailing Squadron. It one way in which we can show our appreciation of their Club and its support to us. For June we will use the same procedure and I will take bookings for dinner up to **Friday 4<sup>th</sup> June**. Remember that we do need at least 18 diners to make it worthwhile for the Chef, Brent Burgess.

For July I have booked Hut 9 at the Waterworks for a winter barbecue so we can catch up with boating events and gossip! This is a BYO event at a site which has shelter, parking and BBQs in the one position. Let's make it a reunion of present and past sailing members.

From all reports the dinner at the end of the Navigation Cruise was a success. Thanks to all those who supported the dinner.

Margaret Jones

**PROPOSED TRIP AUSTRALIAN TO MARITIME COLLEGE**

The following information has been sourced for the AMC and other places of interest to CYCT members in the North of Tasmania

**Australian Maritime College - Beauty Point**

Afternoon visits possible during weekdays Monday to Friday subject to lecturers being available as guides. One hour guided tour which must be booked in advance.

**Pilot Station & Maritime Museum at George Town**

Open 10am to 4pm. Entry Fee \$5

**Grubb Shaft Gold & Heritage Museum at Beaconsfield**

Open 10am to 4pm Entry fee \$9

**Seahorse World at Beauty Point**

Open 10am to 3pm. Entry Fee \$18 (con) 45 mins tour.

**Bass & Flinders Centre at George Town**

Open 10am to 4pm. Entry Fee \$6

**Planetarium in Launceston**

Shows Tuesday 2pm & 4pm Saturday 2pm & 3pm  
Entry Fee \$5

**Platypus House at Beauty Point**

Open 9.30am to 3.30pm Entry Fee \$17  
Fully guided tour of 35 min.

**TRANSPORT**

Walkers Coach seating 21 / 31 would be \$620 / \$770 per day.

Two day hire is twice one day hire, plus cost of accommodation and meal for driver.

**ACCOMMODATION**

Various options available.

If you are interested in going on a trip North with the Club, please contact me and let me know your preferences – eg one day or two, what you would like to visit and so on.

Margaret Jones

Ph:6272 5660

Rear Commodore

Email: rearcommodore@cyct.org.au

## APPLICATION FOR MEMBERSHIP

Ottmar and Elizabeth Helm

*INTREPID*

Val Nicholls and Peter Davies

*AZIZA*

Ron and Peta Metcalf

*FINESSE FREMANTLE*

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



## WELCOME NEW MEMBERS

**Peter Aston and Alison Turnure**

**ILLYWHACKER**

**Philip Bragg and Barbara Weetman**

**HONEYWIND**

**Colin and Bella Crowder**

**SUN ODYSSEY**

**Liz Little and Bryan Walpole**

**MERLYN**

**Grant and Jennifer Andrews**

**SANDSHOE**

**Duncan and Stephanie Abercromby**

**CEOL MOR**

*On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.*

### **Liz Little and Bryan Walpole**

#### **MERLYN**

Phillip Myer and Gill Albutt built Merlyn in Queenscliff, from Kauri and Celerytop in 1988; she is one of the larger cousta boats at (40') ever built, and has a rare cabin top with 5 berths.

She came over for the AWBF in 2005, and has remained here since. She weighs 8 tonnes has a centreplate, increasing draft from 1 to 2 meters, rig changed from gaff to Marconi, for short handed sailing.

Bryan Walpole has a lifetime of inshore and offshore racing, from windsurfers to maxis, but an empty trophy shelf!

Liz has limited cruising experience, together they will sail Merlyn, cruising in company, and aim to do the next Tassie circumnavigation.

## **Grant and Jennifer Andrews**

### ***SANDSHOE***

Jenny and I have been involved in sailing since we were youngsters. We were fortunate enough to meet in the West Indies whilst crewing in 1969: Jenny crossing the Atlantic several times and myself aboard 'Merlin' for half of her circumnavigation (UK to Hobart). We had a break from cruising whilst farming and raising four children, but took them through it all with a Mirror at Port Cygnet. Our aim was always to return to cruising and we found 'Sandshoe' in Hobart. She was built in Fremantle based on the US Design 'Westsail 32', has sailed to the Solomons and NZ and was lying in Launceston before we purchased her in 2005.

## **Colin Crowder**

### ***SUN ODYSSEY***

I migrated from the UK in 1966 on an ex-Liberty ship the "Castel Felice". My experience in the Indian Ocean was enough to put me off the sea for life. After leaving Aden we ran into a cyclone and mal de mer confined me to my bunk until we reached Freemantle. Needless to say, my young wife did not miss a meal. I kept away from the sea and boating until 1995, when I purchased "Jansue", a timber motorsailer. I mainly cruised the D 'Entrecasteaux and east coast of Tassie. My first attempt at a trip to Port Davey ended off Southport, when the prop shaft decided to part company from the reduction gear box. We managed to get the shaft back in but because of a damaged seal we were losing a stubby of oil every 2 hours of running. Prudence took over and we spent 5 pleasant days at Recherche before returning home.



On retiring in 2007 after 40 years at ABC television we bought a new Jeanneau 39i and I had it commissioned in Sydney in 2008. I flew there with 5 sailing friends and we had four magic days sailing down to Hobart (and thankfully no mal de mer). During 2008 I helped crew a vessel from Hobart to Eden and in 2010. Along with Lew Garnham, we crewed on Chris Jones' Nauticat "Puffin" from Hastings, Victoria to Hobart. Thank goodness we had Lew, as Chris and I were seasick until we reached Deal Island. I have had two trips to Pt. Davey in my vessel "sun Odyssey", first in 2010 and again in March this year.

I look forward to the safety and social aspect of cruising in company with other members and sharing their knowledge of sailing, particularly in unfamiliar waters.



## “What are they doing over there...?”

Vague recollections of the 2011 Donald Sutherland Memorial Navigation Cruise and the ensuing jollities

**From Chris Palmer – *Wayfarer II***

Winning the CYCT Navigation Cruise brings with it fame (very little), fortune (not much of that either) and the opportunity to set the following year's course. Entirely thanks to navigator Alan Gifford, *Wayfarer II* won the 2010 Cruise and as March turned into April this year we realised that we could put our duty off no longer. Anyway, we were quite looking forward to it. “Bit of fun”, we thought, “Won't take long,” we predicted, “Good opportunity to get out on the water”.

Suffice to say, the reality was a little different – but productive, leading as it did to the discovery that the chart-plotter on *Wayfarer* had been set on the wrong datum for the last couple of years. Whoops.

To cut a (very) long story short, after poring over Chart 173 for many hours, bumbling around the channel over a couple of days and raiding various books and the web for General Knowledge questions, we were ready to pit our combined efforts against the flotilla of Club boats expected on the day.

Sadly, the most of the flotilla must have got lost as only five boats turned up at Kettering on a cool, rather windy but dry day to try their luck. Disappointing, but like Rob Pennicot's Bruny Island Adventure cruise, we operate if there is only one entrant.

To make things a bit different at the start of the Cruise, we set a boat-handling test. Entrants had to come alongside the outside pontoon at Oyster Cove Marina, secure their vessel, collect their instructions and leave – all in a safe and seamanlike manner. It proved to be an interesting exercise. Only one vessel managed this with aplomb – the others with varying degrees of confusion and elevated vocalising. One crew member was very lucky to avoid a swim. Maybe we should do this more often. To get better at it, that is, not to get rid of crew.

Drama over, the boats set off on the morning course – some to the North, some to the South. That's not as bad as it sounds – we had actually planned it that way. The organisers and their assistants, meanwhile, took shelter in *Stormfisher's* heated cabin and kept an eye on the proceedings from there.

Lunch time came, and with it the realisation that communications between organisers and contestants were not all they might have been. The planned barbecue ashore had been cancelled a day or two earlier for reasons outside our control, but this information had not been passed on, leading to some strange looks and muttered imprecations from the crews of some boats. Whoops. Again.

At least all boats found their way to the lunch location and rafted as two pairs to enjoy whatever edible matter they could retrieve from the depths of their lockers, and mutter darkly about the competence of the organisers. (Alert readers – and I'd be surprised if there are any by this stage – will have worked out that two pairs of anchored boats don't add up to the five that started. One boat had to bale out to look after an elderly dog. Either that or the organisers had neglected to mention that the cruise was for the whole day. Whoops. Yet again.)

Over the hour or so of lunch, it became apparent that the raft of *Minerva* and *Reflections* was no longer where it had anchored but some few hundred metres to the north. Had we done something to upset them? Apparently not. A quick call on the VHF (they were just within range) elicited the information that they were not going to let a minor thing like a dragging anchor interrupt their enjoyment of lunch.

The afternoon part of the event got under way with boats collecting their instructions from the organisers. This is when we discovered just how unnerving it can be to see nearly 40' of boat bearing down on you at 5 knots with the skipper determined to get close enough to grab the envelope. More Channel exploration by competitors and more sheltering on *Stormfisher* by the organisers and it was all over. The results were calculated and collated, and in the absence of any significant bribes the result determined according to the scores achieved. Bribes for this event, incidentally, have historically been to ensure second place, not first.

Six pm arrived and a merry throng gathered at the Mermaid Café for the presentation dinner. Some thirty members and guests, including a number of

newer members I'm happy to say, enjoyed a pre dinner glass of something and the first round of results was announced as follows.

- Handicap Award (for towing a dinghy all day) – *Talisman II* (Bottle of wine)
- RSPCA Award (for relinquishing a possible major prize to care for an elderly canine pet) – *Gitana* (Bottle of wine)
- Etiquette Award (for saluting and saying “Good morning, Commodore” in appropriately obsequious tones at the first control boat location) – *Windrush* (Bottle of wine)
- The ‘Cirque du Soleil’ award for extreme acrobatics – the crew of *Minerva* (Bottle of wine and other goodies from Boat Sales Tasmania)

After a very fine dinner, the main awards were presented.

- Crew questions – *Reflections* (\$50.00 voucher donated by Oyster Cove Chandlery)
- Navigation Cruise trophy – *Reflections* (Free slipping donated by Oyster Cove Marina)

What a brainy lot they must have been on *Reflections*! Andrew and Judy were joined by Paul and Rosemary for the event, and their creativity with some of the answers was something to behold.

After some more talking and a little discussion with the organisers regarding some of the answers, thirty happy people made their way into the night and another Navigation Cruise was over.

Good luck, Andrew, with the 2012 Cruise - although you have had some practice in the past! Many thanks to our sponsors - Oyster Cove Marine, Oyster Cove Chandlery and Boat Sales Tasmania. And in particular, my thanks to co-conspirator Alan Gifford for all his input and support, without which this year's Cruise would have been a much lesser event.



## PayPal – what is it, and what will it do for the CYCT?

Members have probably either heard or seen references to the intended introduction of PayPal at recent General Meetings or in the ‘Albatross’. But some may be a little unsure of what it means and what it will do for the Club. This short article is intended to fill in those gaps.

There would be few Club members who have not paid for an airline ticket on the internet using a credit card. It’s a simple exercise – you simply pick and confirm the flights (and any extras) you want, then key in your credit card and one or two other details on the airline’s secure web page and it’s all done. The important thing is that you are using a **secure web page**. Rather than incur the cost of setting up our own secure web page, we can take advantage of a third party making its secure site available to other organisations. PayPal is probably the best known of these.

By taking advantage of PayPal’s services (which of course we have to pay for – slightly over 2% per transaction, but no standing monthly charge) Club members can pay for Club ‘products’, such as apparel, subscriptions and events such as the Navigation Cruise and Anniversary Dinners through the internet, using their credit cards.

Why would we want to do this? We already have a range of ways of paying for these things, including –

- Paying by cash at General Meetings – but this means that someone (the Treasurer) has to keep track of the amounts against who paid, and then go to the bank to pay it in
- Pay by cheque – but this also has to be paid in to the bank, requiring a trip to the branch by the Treasurer
- Direct debit to the Club account – this avoids any visits to the bank, but the Treasurer has to continually monitor the account to find out if any payments have been made, and at times the payer forgets to provide identifying information resulting in anonymous sums of money sitting in the account

Using PayPal avoids all the problems associated with these methods. Payments will be identified by two pieces of information –

- What is being paid for, and
- Who is paying for it

The funds will go directly into the Club account and the Treasurer, Membership Officer and anyone else who requires them will get reports saying who paid what when. No-one has to make a trip to the bank, try and remember who gave them that \$60 at the last meeting, or work out where that \$40 that arrived in the account came from.

A few more things you should know.

- **You do not need a PayPal account** to use PayPal for Club related payments
- PayPal transactions take place in a **secure environment**. All information is encrypted and it is just as safe as paying a JetStar airfare.
- **The CYCT does not even see, let alone retain, your credit card details**

Thanks to the patience and tenacity of Webmaster Dave Davey (the documentation required to set up our PayPal account was horrendous thanks to Australian Government anti-money laundering laws) the account is now operating.

The invoice for your 2011-12 Club subscription is included in this issue of 'Albatross'. Please, if you can, use PayPal to pay it. The invoice tells you how, and in doing so you will save Club officers a lot of unnecessary work. However, if you don't have access to the internet, or if you have in-principle objections to this form of payment, other options are shown on your invoice.

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## THE WIND CHILL FACTOR

Erika Shankley

How cold is it outside? Simply knowing the temperature doesn't tell you enough about the conditions to enable you to dress sensibly for cold weather. There are other factors to take into consideration – the wind speed, relative humidity and sunshine all play important roles in determining how cold you feel. The term *wind chill* goes back to the 1940s when the Antarctic explorer Paul A. Siple & Charles F. Passel, conducted experiments for a study about adaptation to the climate of Antarctica.

As the wind blows across the skin it removes the insulating layers of warm molecules and replaces them with colder molecules. The wind chill factor is highly underrated and sailors often experience its effects. The faster the wind blows the greater the heat loss, and the colder we feel.

Consider the following: If the wind is blowing at 40 knots with the temperature at 10° C and you stood outside in the cockpit, naked, how would you feel? Bloody cold you say! The relative temperature that you would be feeling would be approximately -3.5°C and you might also feel pretty silly for having forgotten to put on your shirt & pants!

In dressing for cold weather it is important to remember that entrapped insulating air, warmed by body heat, is the best protection against the cold. Therefore, wear loose-fitting, lightweight warm clothes in several layers. Outer garments should be tightly woven, water-repellent & hooded. Mittens snug at the wrist are better protection than fingered gloves. The scalp is also a major area of heat loss so wear a snug hat.



## TOURING REGIONAL SOUTH AUSTRALIA & MARITIME ITEMS OF INTEREST

John & Noel Brodribb

Noel & I recently toured around regional South Australia, including the Eyre Peninsula & both the eastern & western shores of Spencer Gulf. We thoroughly enjoyed land cruising the Eyre Peninsula to gain experience of the coastal scenery, maritime history, extensive grain farming areas & the large & small communities

The first Europeans to explore these waters were the French explorer Nicolas Baudin & the English explorer Mathew Flinders, also involved in the exploration of Tasmania. Mathew Flinders used names from his home in Lincolnshire or the senior officers in the British Navy for many of the features revealed in his exploration.

Touring CYCT members may enjoy these highlights:

Port Lincoln's Axel Stenross Maritime Museum. Axel Stenross, along with another Finnish colleague, arrived in Port Lincoln as a seaman on a sailing ship in the 1920's. They signed off their ship to start a new life on the shores of Boston Bay operating a boat yard & servicing visiting ships. After their retirement from work the local community converted the site to a maritime museum, preserving the boat yard workshop, blacksmiths forge, slipway & adjacent living quarters. The museum includes a comprehensive video displaying the farming & fishing industries progress over time. Well worth a visit.

North of Port Augusta Mathew Flinders sailed a long boat to the upper reaches of Spencer Gulf & climbed the nearby red cliffs to survey the Flinders Ranges to the north & east. We cruised the same waters for a couple of hours in an all weather 12 passenger tour boat among the mangroves to the top of Spencer Gulf, noting the 4 metre tidal range can present navigation challenges. A spectacular trip.

Bagged wheat, sailing ships & long jetties are part of the Eyre Peninsula heritage. In the late 1800's & early 1900's wheat was exported to Europe by sailing ships, loaded at long jetties or anchored offshore & loaded from shallow draft vessels ferrying the grain from many local ports around Spencer Gulf. At Port Gibbon the "port" was a sea cliff around 30 metre high that supported the top of a chute with bags of wheat sliding down the chute to small vessels just offshore. Noted maritime photographer Allan Villiers recorded a journey from Port Broughton to England in the early 1920's in his book "The Last of the

Windships”, still available in our State Library. Contrast this with now, where wheat is transported by rail or 45 tonne capacity B Double trucks for bulk storage & loading into ships at Port Lincoln. Our apartment on the Lincoln Highway had great views of Boston Bay & ships being loaded, but wheat truck noise 24 hours a day was a turn off.

Sheltered waters around Port Lincoln & further west at Coffin Bay present great recreational boating opportunities, as evidenced by boats in marinas & boat trailers at launching ramps & beaches, many being towed by retired farm tractors. Within our available time boating was out, our nearest experience being to walk Coffin Bay’s shoreline Oyster Walk & then sample the local oysters & King George Whiting that evening.

The coastal scenery of the Lincoln National Park & Coffin Bay National Park is a mix of sandy beaches, calm water, rugged cliffs & ocean swell. Great viewing by car but you need a 4WD vehicle to access the more remote park areas.

Beyond items of maritime interest we also enjoyed visiting:

Koppio agricultural museum north of Port Lincoln housed early agricultural machinery & local historical displays.

- The Australian Arid Land Botanic Garden north of Port Augusta, overlooking the top end of Spencer Gulf & the Flinders Ranges.
- Wadjula, in Port Augusta, a display of the geology, history, people & industry of the area.
- Bungaree Station, a historic merino sheep property established in 1841, located just north of Clare.
- Clare Valley wineries & restaurants, including Sevenhill Winery established by Austrian Jesuit Priests in the 1850’s.
- Hahndorf in the Adelaide Hills, to visit the home & studio of notable Australian artist Hans Heysen & the nearby Birdwood Motor Museum.
- The extinct volcanoes & lava tubes near Hamilton in western Victoria.

Altogether we had a great 3 weeks holiday trip that we would recommend to others.



## TWO SWELLS

Mal Riley BOM

Over the last few months the Bureau of Meteorology has included an 'extra' swell in some of the sections of the Tasmanian coastal waters forecast. This has caused some confusion within the fishing community. The second swell is not an uncommon feature of Tasmania's coastal waters and has always been around, but not on the forecast. Previously the Bureau's forecast only mentioned the dominant (larger) swell. Due to improvements in the computer guidance that the Bureau of Meteorology accesses, the second swell can now be included in the forecast.

If the wind has been blowing from the same direction and for long enough the waves become 'organised'. Once this occurs the wind causing the waves can stop but the waves will keep going as a swell. Tasmania's dominant swell is caused by the strong winds to the west and deep lows that pass well to the south of the state. These features usually generate a swell from the southern to western quarter. However, low pressure systems in the Pacific at lower latitudes (these could be tropical cyclones) may generate a northeasterly swell into the Tasmanian area. These two swell wave trains will meet in the waters off Tasmania's southeast. These swell waves exist entirely separate to each other but within the same area.

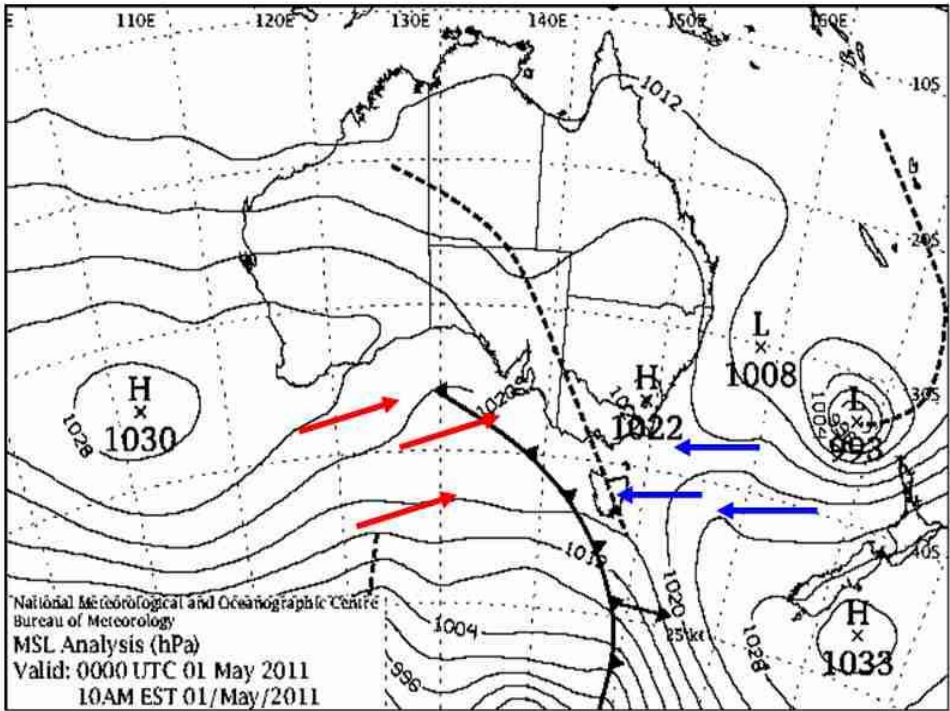
See the chart and swell forecast from the first of May 2011. The main swell generating features on the chart are the low to the north of New Zealand that would be generating an easterly swell into the Tasmanian area. However, off the chart to the south would be a succession of deep lows to the north of the Antarctic continent and these lows would be generating the strong westerly/southwesterly winds and the southwesterly swells that are prevalent in the Tasmanian area.

In the past when there were two swell wave trains meeting the forecast would have been for a confused swell.

This second swell is particularly helpful to mariners especially when anchoring and undertaking bar crossings. Consider a swell forecast on the east coast of Tasmania.

*Swell: Southerly 3 to 4 metres. Second Swell; Easterly to 2 metres.*

When choosing your anchorage in that area you will need to be mindful to seek an area that is firstly sheltered from the larger southerly swell but bearing in mind that the easterly swell, although smaller, may give you a rocky night if you are not sheltered from it. When crossing the bar at St Helens the smaller easterly swell may cause more problems than the larger southerly swell.



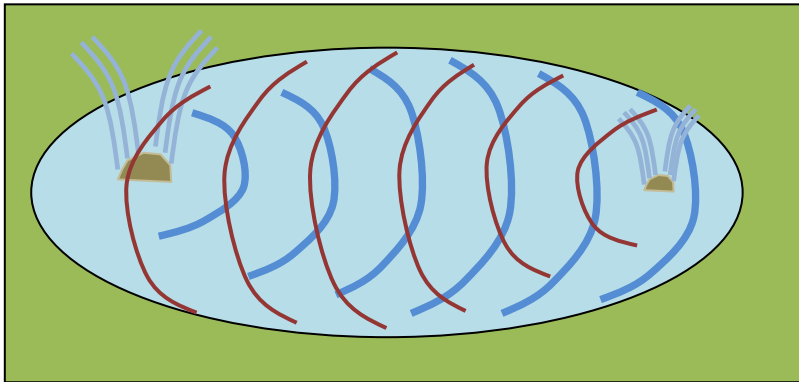
SOUTHEAST COAST, Tasman Is to South East Cape:  
Sunday until midnight: Swell: Southwesterly 2 to 3 metres increasing to 3 to 4 metres this afternoon and evening.  
Swell: Easterly about 1.5 metres.

There will not always be a second swell on the forecast. To be included as a second swell the wave train will have to be a metre or greater. Also if the first swell is significantly larger than the second swell the second swell will not be included.

One way of grasping the concept is to think of two children throwing large rocks into either end of a pond. The waves will travel out from where the rock impacts the water through to the other side of the pond. Eventually (if they can keep up throwing rocks) all parts of the pond will have waves caused by both children.

In the picture below a larger rock thrown into the left hand side of the pond causes the dominant (larger) wave. The smaller rock causes a second smaller

wave. Both waves travel across the pond at the same time. This is similar to two swell wave trains from different directions.



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## EDUCATE YOURSELF THIS WINTER!

Thanks to Annick Anselin for drawing attention to upcoming Adult Education classes which might be of interest to members. The new catalogue is out and among the boating-orientated course on offer are:

- Women's Learn to Sail
- Fundamentals of GPS Navigation
- Inshore and Coastal Navigation
- Keelboat Learn to Sail
- Women's Learn to Sail
- Marine Diesel Maintenance
- Powerboat Licence
- Marine Radio Operator's Certificate
- Rowing introduction

Also sounding very interesting is "A Day out with D'Entrecasteaux", which offers a day exploring Recherche Bay and the D'Entrecasteaux expedition's visit in 1792-93.

For more information and to book a course go to  
[www.adulteducation.tas.gov.au](http://www.adulteducation.tas.gov.au) or [www.learnxpress.linc.tas.gov.au](http://www.learnxpress.linc.tas.gov.au)  
or phone 62337237

Alan Gifford has unearthed the following gem from a 1942 recreational boating handbook. It seems they addressed all aspects of the sport then ...including the moral basics. Bring back “true gentlemen” !

## **Yachting Customs, Etiquette etc 1942 Motor Boating**

### *CHAPTER XXII Yachting Customs and Etiquette*

If etiquette were regarded as no more than blind adherence to certain prescribed conventionalities and amenities of social life, there might be some sound reason why one might question the need for, or desirability of, conforming to the principles of good conduct.

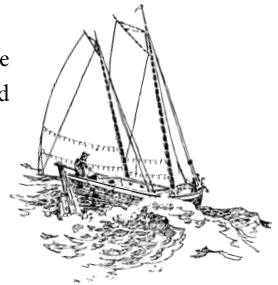
But just as soon as one realizes that these principles are not mere arbitrary laws demanding conformity on the part of all individuals – that they are basically the natural expression of those who instinctively conduct themselves in a sincerely considerate manner towards all, regardless of rank or race – it becomes quite obvious why anyone should voluntarily seek to acquire the traits that distinguish the true gentleman.....

A knowledge of rules and customs gives the possessor poise and enables him to meet various situations with ease and confidence. However the true gentleman reveals more innate qualities; underlying his knowledge of etiquette, customs and usage, there must be sincerity, friendliness, tact, consideration of others, and some imagination. As we embody these qualities in our own characters, our personalities manifest something more than empty courtesy or mere adherence to forms; gentlemanly behavior in the truest sense automatically follows.

### **Leadership and Discipline**

... Leadership is said to be largely a matter of intelligent and just administration of authority...(and) ... the right approach recognizes the fact that it should not be a hardship, but rather a natural habit which develops self-control and results in a well regulated life... should inspire all with the power that makes each a potential leader.

... The yacht club or association that reflects an understanding of these ideas, flourishes... And, of all places, there is none where the demand for capable leadership and the discipline of co-operation is more vital than aboard a vessel – be it ship or yacht or small pleasure boat. He must be equal to that responsibility. If he is worthy of his trust as a “leader”, he will get the cooperation of his crew by “leading”, not driving.



## MAKING FAST TO A CLEAT

On the VDL Circumnavigation Cruise I was horrified by the way the 'Bitter End' of lines were incorrectly fastened to cleats with a series of locking hitches, some starting from the very first turn! Once any strain or load was applied they became impossible to undo and dangerous. Occasionally I have seen lines wound round the cleat without any figure eight crossing turns at all. This applies to halyards, sheets and hawsers.

It is called the 'Bitter End' as it is the part of the line often fastened to the Bitts.

It is also the Bitter End on an anchor hawser, securely fastened to the boat; but some say it's a 'bitter end' as it is seen disappearing over the side when deep water anchoring!

A cleat, of the correct size for the rope, is a great friction-creating device allowing full control of a line from tightening or paying out a worked line and making it fast in a manner that allows it to be totally undone with a great load applied. Care is needed when releasing.

The line must lead into the cleat from the correct angle and then one round turn applied which creates initial controlling friction for further tightening in or paying out. When the correct line length or tension is reached, the three NON LOCKING figure eight tight turns are made, possibly more with slippery synthetic line, on the Bitter End.

The initial round turn and the subsequent usual three 'figure eights' generate enormous friction (which is what a good knot relies on to hold) which FASTENS the line.

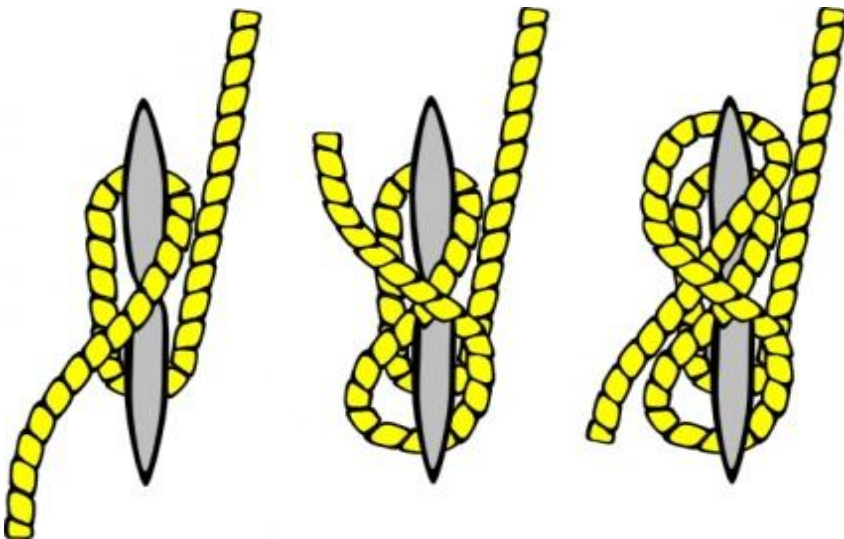
It is the undoing or unraveling of the figure eights and turn that releases the line, and that is why a final non tensioned free end hitch was traditionally applied, neatly in line of the rope turns. If this hitch is not easy to undo, then an insufficient number of initial figure eights have been applied to the line fastened. This hitch is NOT to fasten the vessel/line securely. Some feel that no hitch should ever be applied as the risk, especially using a slippery synthetic rope, is that the hitch may be drawn tight by the load, and become dangerously unfastenable. It is advocated that a final round half turn tightly under an upper

cleat horn will jam the line securely from unraveling. A properly coiled line hung on a cleat will also do this.

Sometimes lines have a spliced or tied (often with a bowline) 'eye' or loop that can be quickly slipped over or off a cleat when mooring, perhaps assisted using a boat hook.

A mooring line which is not too thick can also be looped round a shore cleat or bitt and returned to the vessel where both ends are fastened. Departing is easy, undoing one end and slipping the line, without risking a slip by the wharf person returning to the boat.

Lew (Lewis Garnham, Vice Cmdr)



If you can't tear the kids away from computer games, give them one which introduces safe boating ideas. The Royal Lifeboat Institute has a simple informative game on their website

[http://www.rnli.org.uk/shorething/Youth/Games/Boating\\_Game/game.aspx](http://www.rnli.org.uk/shorething/Youth/Games/Boating_Game/game.aspx)

## Sagres to New Norfolk

We had light northerly winds as we left the RYCT for our first ever cruise to New Norfolk.

On board we had Caroline, my mother Harriette, Thomas and Sarah and I. The temperature was heading towards the days maximum of 20 degrees. Thomas and Sarah promptly disappeared into their cabins and plugged themselves into machines. So up on deck we had plenty of room.

The Bowen Bridge was our first concern. We had been under it before but as you approach it always looks very close. Looking up we guessed we had about a meter to spare. Our mast is about 15 meters plus a couple of meters to the waterline. We had previously phoned the Bridgewater Bridge to arrange to go through. I was told then to phone again about an hour before our arrival. I forgot this bit and advised them when we were almost there. The bridge bloke rushed down to open for us and took time to remind us that they do not stay at the bridge all of the time but are on call, This is understandable since I don't think they see much action.

A horn blasted and the traffic stopped and the bridge began to lift..... Slowly. It made us feel a bit guilty; there was a massive line of busy people in their cars all waiting just for us! When the bridge was fully open a purple triangle lit up indicating it was ok to precede. Within 20 seconds or so it had gone off again leaving us with just a red light in the centre of the triangle. This was confusing and if there were other boats around it could have been a worry. The same occurred on the trip home.

The navigation markers were easy to find although the numbers did not match the otherwise excellent D'entrecasteau Detours guide. As we approached New Norfolk we passed some water ski boats, They were all considerate to us and waved as we passed.

We had been warned about the jetty at New Norfolk and had included a fender board which worked well. The jetty is excellent but is only really designed for ferries. It would be easy to adapt the jetty for smaller boats and yachts.

In the afternoon we walked around the Antique shops and enjoyed a coffee. A special treat for this trip was dinner at Tynwald. From the jetty you can walk on a bush track around the waterfront. The walk takes about 15 minutes and was easy even in the dark. Eventually you see the illuminated ruins of the old flour mill and a little further on the magnificent old building looms into view. Comments were made by the kids about Dracula's castle.

The atmosphere and hospitality were great as was the food. The hosts Pat and Garry have operated Tynwald for twenty five years but still loved to engage with

their guests and explain the history of the building. We staggered home in the dark and slept well.

Next morning we had a good chat with Ted the caravan park manager. He said he was keeping an eye on the boat and security in the area was pretty good. A really nice man and he said he was looking forward to seeing more yachties come and visit.

Our trip home was just as easy and relaxing as the trip up and we were entertained by a fur seal playing in the river around the Boyer mill.

Will come again.

Paul Dutton

## Recipe: Fish Soup

I am an avid fan of soups and while it seems a bit strange to eat soup in summer, in winter I can go mad with hearty vege and fish creations. Fennel seeds make all the difference in this recipe and can be tucked away for months in a galley cupboard.

1 tbsp olive oil  
1 med onion, coarsely chopped  
2 cloves garlic, crushed  
1 tsp fennel seeds, lightly crushed  
2 cups water  
1 Massel chicken stock cube  
1 can crushed tomatoes  
½ cp white wine  
2 washed, unpeeled potatoes cut into small dice  
Plenty of fresh fish fillet cut into equal sized pieces  
Shellfish, squid rings, prawns.

### Preparation method

Heat oil in a large saucepan over medium heat. Add oil and garlic; saute until softened (5 minutes). Add fennel seeds; saute 30 seconds. Add the stock, water, tomatoes, wine and potato. Simmer uncovered until potato is tender (15 minutes).

Add fish and seafood. Warm gently until fish is just cooked. Remove from heat and serve immediately.

Kim Brewer



## AUSTRALIAN REGISTER OF HISTORIC VESSELS

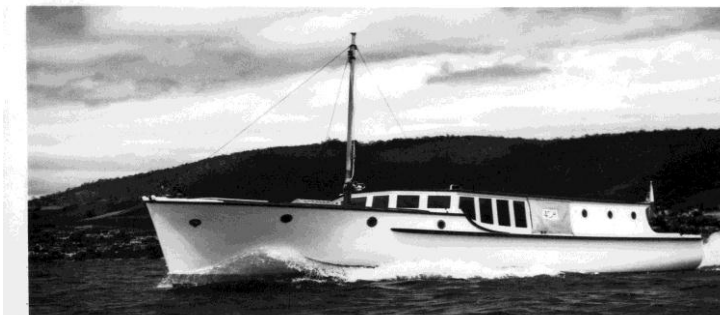
In February 2009, a representative of the Australian National Maritime Museum approached the owners of the vessel 'Awittaka' and after an arranged inspection, asked them to contemplate making written application to have their vessel considered by the Board of the Australian National Maritime Museum for inclusion into the Australian Register of Historic Vessels (ARHV). The Awittaka is a classic antique vessel built in 1947 from Huon Pine and King Billy.

The ARHV records information about surviving vessels of relevance to Australia's maritime heritage. It is building a national picture of historic boats and their designers, builders and owners from around Australia, to create a better understanding of their connections with their communities past and present, and to encourage awareness and planning for their preservation and use.

The ARHV is managed by the Australian National Maritime Museum in association with Sydney Heritage Fleet.

The application focused on the method of construction and relevance of the historic shipbuilding company of Purdon and Featherstone who were prominent builders of all types of vessels between the late 1800's through to the 1960's and were located in Battery Point, Tasmania.

'Awittaka' was accepted into the ARHV on the 27 October 2009, and at the Wooden Boat Festival in 2011, the owners attended a function to receive their certificate and burgee, along with other owners of historic vessels including the ferry 'Cartela' and the Governor's launch 'Egeria', both of which were built by Purdon and Featherstone Shipbuilders also.



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The logo for 'Ken n' Barbie' features the text 'ken n' barbie' in a yellow, lowercase, sans-serif font. The text is positioned between two stylized, red, curved shapes that resemble the iconic Ken and Barbie figures, arranged in a circular pattern.

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## Anchoring Hand Signals

Far too few people make up their own hand signals, or borrow them from elsewhere, for that matter, relying instead on the power of the vox humana, usually at Volume 50, in a crowded anchorage. It can be amusing to observe, but really, a well-coordinated crew operating silently is even more of a pleasure to watch.

There are no hard and fast rules about these things—whatever you and your crew agree on and practice can work, but remember that once the anchoring spot or mooring has been agreed-upon, it's the person on the foredeck who should be controlling the boat. The helmsman needs to follow the signals—they're not merely "suggestions." Both contributors need to have a good sense of how the boat will carry through the water in neutral in various conditions, and what the engine can be expected to do to the momentum when shifted in and out of gear at low speed.

There are certain signals that make sense because they're easy to see in most (daylight) conditions, and to remember. Some are borrowed from groups with more at stake than a botched mooring pick-up—the police and military tactical squads, heavy-equipment operators, and so on.

An arm raised with a clenched fist held still in the air generally means "Freeze" or "Hold it." To our way of thinking it means "Go to neutral, hold your helm steady, and wait for my next signal." It's not the same as "Stop," which is usually signalled with a palm held backward, and which could be interpreted to mean "Put the boat in reverse and stop it." We don't use "Stop," because at the dead-slow speeds used to anchor or pick up a mooring, you can generally get by with forward, reverse, and neutral.

One good signal for "Keep coming ahead" is a hand held steady with a finger pointed up. "Go in reverse" would be signalled by the hand held steady with a finger pointing down. Neutral, as we said, would be the clenched fist. You can signal forward and reverse with simple directional waves, too, but stationary hands have a higher cool factor for the watching throng. As long as all is understood and there's no shouting, it all works.

There are few variations when it comes to direction. You can use the other hand to point, or the same hand you use for throttle-control, when it's not signalling speed changes. Either way, hold your signalling arm above shoulder height so that your body doesn't block the view from the helm. Point at the place in (or above) the water where the helmsman should steer. In practice, this usually

means pointing towards the anchoring spot or mooring itself, but that should be agreed upon, because on some boats it means "This is the direction I want you to go," regardless of whether it's directly at the objective. A failure of mutual understanding on that point can be very entertaining.

Those are the basics. You can vary them, or add as many more as you like—for "faster" (jab the upright finger upwards a few times) or "slower," (jab downwards) "the anchor is down" or "the anchor is up," "depth of the water," and so on. The basics will suffice for most situations, and there's a danger in adding so many signals that the basics are confused.

It never hurts to take a swing around the anchorage before your manoeuvre, and discuss what's going to happen before the mooring person heads for the bow. Which is more powerful, wind or current? That will determine your approach, so that you can head directly into the stronger influence. Make sure the anchor is ready to drop, with enough rode faked out on deck. If you're picking up a mooring, have the boathook ready to grab. Or you can use it as a pointer.

One other thing. Make up a quiet little signal to let the helmsman know that the manoeuvre didn't work. You missed the mooring ball. Or the anchor is going to drag all the way to Las Vegas. The signal means, "Let's pretend that none of this happened, gather up our forces, and take another whack at it." Shaking the head sadly will work, but it's a giveaway.



Brian retires from working at sea after 25 years. He quits his job and buys 50 acres of land in the hills in Tasmania as far from the ocean as possible. He sees the postman once a week and gets groceries once a month. Otherwise it's total peace and quiet. After six months or so of almost total isolation, someone knocks on his door. He opens it and a huge, bearded man is standing there.

'Name's Cliff, your neighbour from forty miles up the road. Having a Christmas party Friday night. Thought you might like to come at about 5:00...' 'Great', says Tom, 'after six months out here I'm ready to meet some local folks Thank you.'

As Cliff is leaving, he stops. 'Gotta warn you. Be some drinking!' 'Not a problem' says Tom. ' I can drink with the best of 'em'. Again, the big man starts to leave and stops. 'More 'n likely gonna be some fighting' too.' 'Well, I get along with people, I'll be all right! . I'll be there. Thanks again.' 'More'n likely be some wild sex, too,' 'Now that's really not a problem' says Tom, warming to the idea. 'I've been all alone for six months! I'll definitely be there.. By the way, what should I wear?' 'Don't much matter. Just gonna be the two of us.

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**Cruising Yacht Club of Tasmania Inc**  
**General Meeting held at the Derwent Sailing Squadron**  
**on Tuesday 3 May 2011**

MINUTES

Opening

Commodore Chris Palmer (Chairman) opened the meeting at 8:00pm and welcomed attendees.

Present

47 members registered their attendance – see the attached list.  
Ten apologies were registered and eight visitors and guests.

Minutes

The Minutes of the meeting held on 5 Apr 2011 were accepted as a true record by affirmation.

New members

The following new members were welcomed into the Club and presented with burgees.

Ross and Jill Gates,  
Rolf Lindholm and Janice May.

Vice-Commodore's report

Vice-Commodore Lew Garnham reported on the Easter cruise in which 12 Club boats participated and presented the prize for the best limerick to Brian Walpole.

Lew mentioned that man-overboard training will be conducted on Sunday 15 May after the Donald Sutherland Navigation Cruise. A cruise to the Huon on the long weekend 27-30 May is planned. Lew detailed the status of the Bridgewater Bridge, particularly the light signals and marks, and correspondence with the authorities and he mentioned that the Club will seek support from MAST for improvements to berthing facilities at New Norfolk.

Rear Commodore

Commodore Chris Palmer presented the report from Margaret Jones. The presenter in June will be Pat Synge who is a marine surveyor. In July, a quiz night has been proposed.

Chris encouraged members to participate in the Donald Sutherland Navigation Cruise and dinner.

He reported that plans for the Club's Annual Dinner (same cost and details as last year) were in hand and mentioned that the Rear Commodore had placed details of a proposed land cruise to northern Tasmania in Albatross so that the level of interest could be gauged. He encouraged members to respond to the Rear Commodore with a 'yes or no' on that proposal.

Details of a mid-winter BBQ will appear in the next edition of Albatross.

#### Forums

Alan Gifford reported that the three sessions of 'Women in boats' had been attended by approximately 60 people and were highly successful and happy events. He said that the next two sessions will be on the water and that, if there was sufficient demand, an additional radio session will be planned.

#### Treasurer

Treasurer Paul Dutton explained the Club's financial status and tabled the report for April 2011. The report was accepted by affirmation.

Commodore Chris Palmer reported the Committee's decision to recommend that membership subscriptions remain unchanged for 2011/12. John Nevill proposed the membership subscriptions remain unchanged for 2011/12. The motion was seconded by John Brodribb and carried.

#### Commodore's report

Commodore Chris Palmer reported that all 18 tables had been booked for the market place on Saturday 7<sup>th</sup> May but explained that individual items could still be put to sale. Volunteers were still needed to support the project. There will be a briefing for volunteers on Thursday evening.

A volunteer is still needed to take over the management of Club apparel ordering and selling. He also mentioned that an assistant was needed for the webmaster.

Chris looked forward to a large number of entries in the Donald Sutherland Navigation Cruise - may the best navigator win!

#### Other business

Secretary Robert Grey reported that there was a delay in the introduction of PAYPAL while correspondence to support the Club's bonafides was obtained.

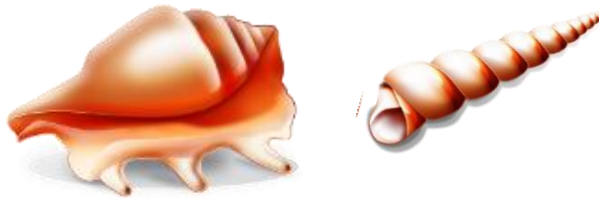
Andrew Boon reported that the Bureau of Meteorology had changed the format of reporting swell information so that it had become unclear which was the primary swell and which was the secondary swell. He will prepare a draft letter for the Committee raising this lack of clarity with the Bureau.

John Brodribb reported that the Maritime Museum at Port Lincoln and the tour from Port Augusta to the landing site of Matthew Flinders were both very interesting.

Close

There being no further business, the Commodore closed the meeting at 8:40pm.

After the meeting, Andrew Boon introduced John and Sue Cerutti who gave an interesting account of their travels in the South Pacific over the past five or six years.







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