

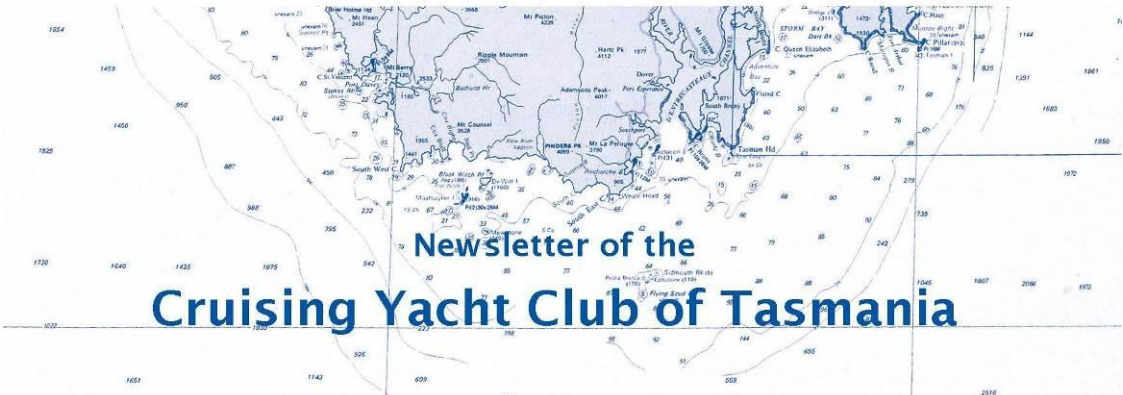
Albatross

Volume 37 No 6 July 2011



Kermadie Reflections

Photo: Liz Garnham



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

Phone – 0417 560 519

www.cyct.org.au

Commodore	Chris Palmer	H 6267 4994	<i>Wayfarer II</i>
Vice Commodore	Lew Garnham	H 0417 589 008	<i>Minerva</i>
Rear Commodore	Margaret Jones	H 6272 5660	<i>Lalaguli</i>
Treasurer	Paul Dutton	H 6224-3229	<i>Sagres</i>
Secretary	Rob Grey	H 6243 7736	<i>Patience</i>
Editor 'Albatross'	Kim Brewer	H 0428 937358	<i>Vailima</i>
Committee	Erika Shankley	H 6223 3510	
	Alan Gifford	H 6229 7389	<i>Eight Bells</i>
Membership Officer	Margie Benjamin	H 6267 4994	<i>WayfarerII</i>
Warden & Quartermaster	Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing	Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster	Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au

or to P O Box 31 Kettering Tas 7155

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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

July

Tues 5th

General meeting at DSS 8.00pm

QUIZ NIGHT!! Mystery Quiz Master

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

Wed 13th

Committee meeting at Mariners Cottage – 7.30pm

Sun 17th

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

See the Rear Commodore's Report

Fri 22nd

New Member's Night. Air Force Association Club, 61 Davey Street,
Hobart. - 6.00pm

August

Tues 2nd

General Meeting Speaker: Jennifer Lavin "Seabirds and Their Conservation"

Wed 10th

Committee meeting at Mariners Cottage – 7.30pm

Sat 13th Annual Dinner Hobart Function and Convention Centre

September

Sat 17th Proposed cruise to Port Cygnet Yacht Club with dinner and music
ashore.

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

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

Editorial



It may be mid-winter but the cruising (and social whirl) continues. You will find a selection of photos from recent cruises, particularly the very successful long weekend at Kermadie Marina on the Huon. Some people obviously had a really good evening !

In this issue you'll also find two snippets from a prolific earlier contributor to the Albatross. Denis Alexander produced a fund of marvellously inventive, informative and funny articles on a truly amazing range of subjects. From romantic poems to a thoughtful reflection on cannibalism, his output was prodigious and I thank those members who typed articles to be included in this and the next issue, which will be dedicated to Denis.

Kim Brewer

editor@cyct.org.au

THE BAY ----- three moods

By Denis Alexander.

I sailed one night alone and free
 Into a silent Bay
 A little wind fanned out to sea
 And tiniest wavelets made their play
 Along a shore so smooth and white
 Its crescent beauty lit the night.
 Then mirrored in a sea that slept
 The image stars swam bright and crept
 Into that silent Bay ----
 A sadness caught me unprepared.
 That such a moment was not shared.

Commodore's Comments



The huge roll-up for the recent Port Huon cruise proved two things; that the CYCT is enjoying a resurgence in membership and activities, and that winter can be a great time to be on a boat in Tasmania. Full details of the cruise appear elsewhere in this edition of 'Albatross', but the combination of good fellowship and the beauty of the Huon Valley on a cold winter's morning, with frost on the decks and mist drifting slowly down the river, made for an unforgettable weekend.

The opportunity was also taken that weekend to test the accuracy of *Wayfarer's* depth sounder as we entered Port Huon. It was pretty good. Zero did in fact mean zero. All part of the fun of boating.

Anniversary Dinner

At the time of writing, negotiations are continuing with TasPorts regarding the arrangements for the use of Con Dock for the night of the Dinner on 13th August. For various reasons the likelihood of free entry, for this year at least, is looking bleak. We are hoping to come to an agreement with TasPorts that will keep the cost to a minimum – ideally low enough for the Club to feel comfortable about using its funds to cover all or part of the fee. I will email members when we have a final resolution.

2011 – 2012 Committee

The AGM in September is only a couple of months away and as is the normal practice, all positions on Committee are open for nomination. While the majority of Committee members have indicated their willingness to continue in their present roles, there will be a few vacancies. From personal experience I can say without question that being on the Committee made a huge positive difference to my enjoyment of the Club and its activities. Partly this is due to getting to know members so much better (and them getting to know you) and partly through having direct input to the running of the Club.

Please consider nominating for a Committee position. You do not have to have been a member for years – quite the contrary. I believe that we need more recent members on the Committee to provide a different perspective and make sure we are meeting all members' needs. Give me a call if you are thinking about it and would like a bit more information – 0402 118 548. The Treasurer and Rear Commodore positions in particular will need filling.

Forums and General Meetings

We are planning to have a range of forums over the next few months covering many aspects of boating. Alan Gifford is coordinating these and he would welcome ideas from members for topics – and offers to present a subject at a forum will be even more welcome. You can reach Alan on 0447 250 945.

Our Rear Commodore, Margaret Jones, would also be very happy to receive ideas for future General Meetings. If you have any suggestions, you can reach her at 6272 5660.

Cheers for now

Chris Palmer

commodore@cyct.org.au



Margie Benjamin, Commodore Chris Palmer and Andrew Boon

Vice Commodores Report



Snake Island and Aiken Point Cruise 28/29th May

Our participation was almost cancelled as a check of the engine had revealed a large rusty water stain leak at the intake of the water trap. Visions of an expensive rebuild went with the considerable spanner tightening of the large loose hose clamp. A test run was a pass! (Note; a second clamp has now been added and other clamps tightened compensating for longstanding hose compression; some hoses were shortened slightly for a better seal).

Spending Friday night on board ensured an early cold 0645 start with breakfast off the Garrow, after the gas bottle was changed and wiring checked for why the solenoid was not working. Switch 9 works 100% better than No 6; a 'big wake up' coffee was made!

As the cold northerly wind faded, so did hope of a sail as a southerly head wind overcame the cold catabatic air stream. On crossing NW Bay to Snug Point, we motored close to the shore and inside all the fish farms, past Pear Tree Beach and under the cliffs of Simmonds Point. The inshore water is deep, very sheltered from the west, and the natural bush setting is an interesting alternative to the usual mid, uninteresting channel course.



Finesse Freemantle heading for Aitken Point



BBQ at Snake Island

From here sails were set for Snake Island, anchoring close, for a morning tea raft up with *Get a Life* and *Finesse Fremantle*. *Pandora*, *Josida*, *Velega II* (all CYCT) were moored close by and later the tri, *Pocket Rocket*. When John and Helen's fire onshore, was a signal that it was corroboree time. The squared dolerite rock made a perfect natural deep water shore landing, free of oysters too. A perfect afternoon for a BBQ, an island walk and lots of talk. We all decided not to follow *Odyssey 3* south. With the sun set, the 'heat' was doubly on, with 6-handed 'Sequence'.

Sunday awoke us late, *Minerva* and *Finesse Fremantle* later sailing south while *Odyssey 3* returned. At Aiken Point were *Kalimna* and *Ailsa* to which *Neptune*, (Chris Creese and Andrew Boon), rafted. *Wayfarer II* joined *Minerva* and *Finesse Fremantle*, where we had wine and lunch on the large quarterdeck. The shore ruins were not reached. Unfortunately at 1440, it was time to motor/sail home in shifting unfavorable winds.

Both Snake Island and Aiken Point are well worth an exploratory return visit. Leo mentioned that the Coles had been resident of the island for many years, living in a position different to the dilapidated wood and tin shed on the north east shore. I was going to write an article on Snake Island but I could never equal what has already been written in 2004 *Albatross's* by Erica. There is detailed the ancestral history of the Coles, the attack by four convict (pirates) and Mrs. Cole's struggle to survive after the death of her husband. **Go to CYCT web site, 'Albatross' and 'search' for Snake Island.**

Queen's Birthday Long Week End Cruise 11th-13th June

The week preceding was a weather shocker, with cold winds, rain and snow casting doubt upon the viability of the planned trip. A large high, that maintained hope, was being blocked by a low in the Tasman. However, by Saturday optimism was rewarded with a promise of a fine afternoon! Most motored into the persisting head winds, all the way to Port Huon. There the Hospital Bay sand was not hospitable to those who bee-lined the Kermadie River entrance. It is safer to head for the old wharf and then across to the river entrance markers.

From about 1430 we were kept busy berthing 17 CYCT boats, with six larger yachts double berthed on the outside of the marina. Jo and Les Westman came by campervan.

(Boats: *Alida, Andromeda, Archer, Eight Bells, Finesse Fremantle, Innishmore, Minerva, Neptune, Odyssey 3, Reflections, Sagres, Silver Air, Stormfisher, Velella II, Venus, Wayfarer II, and Wongga 2*).



The Kermadie Hotel table booking kept increasing in the day to 45 places set in the magnificent dining room with its nautical pictures and a large print of about 18 sailing ships in battle. What a perfect backdrop to the pirate theme night. The black serviettes had been folded into paper boats, and on the tables we scattered bagged and loose gold treasure coins ('Pieces of Eight' chocolate). The CYCT



Rear Commodore, Lew "Long John"
Garnham

pirates arrived, many dressed in suitable headgear, some even in complete outfits, one bringing their captured 'maiden' along.

The 25 pirate quiz questions ensured active table conversation with questions including the existence of women pirates, settlement of disputes, articles, injury compensation and the origin of the dollar symbol. The menu selection was excellent and was table served!

'Mary Read, a famous woman pirate, in defense of her boyfriend, took on his challenger in the prescribed shore fight. Pistol shots missed so a cutlass fight followed; being agile she kept out of harm from the powerful big combatant. When



Conchita and Jose getting into character

he stumbled, she opened her shirt and exposed her breasts. This distraction was enough for him to be decapitated! 'Dancing the Hempen Jig' was not being high on smoked hemp!

'Old Gold 'prizes included Hans for his joke, and to Kim Shimmin for the best dressed pirate. His swearing parrot almost lost points. Thank you to those who bought wine raffle tickets that helped cover CYCT evening costs.

Innishmore's 'Maiden' won that too!



Avast Ye Pesky Parrot!

Kim Shimmin with his gorgeous maiden

A foggy morning with a dusting of ice on the decks and marina gave some the slip. Hartz Mountain's snow-capped peak shone white in the rising sun. At about 1015 a convoy of five motored up the Huon to anchor off Heriots Point Vineyard.(See Web site for info and wine orders). A bus took others to Evan Rolley's 'boatshed', while others came by car to this boutique, 3-

hectare vineyard. It has been a farm for 180 years, initially apples, then cattle and, in 1995 a vineyard with Pinot (95%), with some Chardonnay and

Slyvanar. The latter, a 2008 late harvest white that we tasted (and bought) was an excellent delicate drop. The 2004 (well balanced smooth with a plum fruit nose) and the 2006 Pinot (brighter, touches of plum and strawberry) were contrasted with the aide of dark chocolate that enhanced the tasting.

Two local cheeses complimented the occasion. With a glass of our choice wine in hand, the chicken kebabs,



Patricia, Jo, Leo and Lew sampling the vintage at Heriot Vineyard

sausage, breads, baked vegetables and salads were ravenously consumed. As we stood in the sun gazing over the expanse of the Huon, Alan, Chris and Cate made music and sang. It was all hard to leave.

The incoming tide made boarding of our dinghies easy, and soon many of us headed up river to Franklin to where *Ailsa*, *Kalimna* and *Neptune* had returned after their up river explorations of Egg Island, reliving the old times when the club was young with kids.

At the Wooden Boat School jetty was their latest launching, Tetsuya Wakuda's 'Belle', a solid, beautifully-constructed large motor launch with the Huon Pine cabin shining unblemished in the sun. The galley awaited his famous artful culinary touches. As we arrived back at Kermandie, the sunny day now grew grey and



Chris Creese exploring the Egg Channel

cold, so some boats continued on to Surges Bay, others remaining with 'umbilical' power leads plugged in.

When the icy next morning was thawed out by the sun as it broke through the fog, we left. The catabatic breeze was enough to set some sails, but insufficient for a timely passage to Apollo Bay for a BBQ lunch, where the three Nauticats, (*Minerva*, *Archer* and *Finesse Fremantle*), two planetary boats (*Neptune* and *Venus*) and *Stormfisher* enjoyed the continuing fellowship of a great weekend. Hobart was a long trip home.



Ailsa, Kalimna and Andromeda emerging from the mist

Arrrrrrgh!

Future Cruises

For September, I am negotiating with the Port Cygnet Sailing Club to have a pre-season combined function using their newly completed club rooms with a 'dress up' theme evening and musical artists performing. If the Pirate night was an indication, it will be a god cruise destination and dinner event.

Please watch the weather maps and when a high or settled weather coincides with a weekend, email (CYCT Members or via the Cruise Link on the CYCT web site) your intended plan so others may join in. It can be a day sail destination or an overnight stay.

I will be away in August, so other trip leaders will be required/ appointed.

Later, we are considering holding a 'Special People Sailing Day' where CYCT members could give the pleasure of sailing/ boating to (Can Teen) Teen Cancer sufferers, or another needy group. A lot of background work before we are launched 'on the water'.

ALBATROSS

FLAGS: Please fly your Albatross Flag so we can identify you easily and say hullo. If it is lost or worn out, please see Chris Creese for a new one.



Heavy traffic on the Huon River

Off Shore Cruising

Irish Mist

Paul and Rosemary Kerrison finally completed their preparations and got underway. When we had the storms, they were sheltering in Wineglass Bay till Friday 11th when they set off for Eden. With S to SE winds of 20-25 knots they were there in 49 hours.

Bass straight was easy compared to the seas off the NSW coast. Helen, Rosemary's sister, enjoyed the voyage up to Jarvis Bay from where commitments brought her home. From Port Hacking, Sydney was soon to be reached.

Star

David Tanner told how Star survived a 360 roll but it was a heaped rouge wave at night that smashed their windows in, out of the fastenings. The repairs, include the windows and much electrical work, is slowly (insurance wise) underway in NZ.

Pendulum

Pat Price in his Swanson 36 single handed reached Nuku'alofa in Tongatapu (Tonga). Penny joined him there for Pacific Island sailing and relaxation. John Cerrity has had HF communication with him. (See Pat's brief report in Scuttlebutt. Ed)

New Norfolk and Bridgewater Developments.

I have spoken to MaST and the engineer at New Norfolk about the possibility of a new jetty. MaST wishes for figures (ie proven need or predicted usage) prior to committing to such an undertaking. The Black Jetty at New Norfolk was built by Mast but is now in New Norfolk's control. Steve Taylor, who is responsible for the Jetty is away on leave and on his return I will again enquire as to the provision of waling on this jetty. When this occurs more boats may be willing to tie up there. Certainty of passage to and from New Norfolk is the big issue.

It may be difficult to persuade DIER to operate under the original wind conditions, however if the hours of operation were extended to be between sunrise and sunset, then certainty of passage would increase as winds are often lighter at either end of the day.

I have spoken to the operators of the Bateman's Bay Bridge (NSW) also, and they will open up any time, but it currently opens twice daily for a ferry and this blocks the busy Princess Highway! The Harwood Bridge carrying the Pacific highway will also operate any time, but some times are preferred.

Traffic statistics have been obtained for the Midlands Highway and these need to be compared to those of the Princess and Pacific Highway to see if we have a traffic flow greater than theirs and hence causing a proportionately more traffic disruption! After this we will have a better argument to involve other clubs in a push to have the Derwent made more accessible to/from New Norfolk by extending the operating hours. Other clubs need to be involved also to establish the need for this and the new jetty.

Key Board Dreaming

I know that our 'Cruising Southern Tasmania' is being updated and awaits INPUT from all members to update cruising destinations; however, a new CYCT book on the 'Tasmanian Southern Coastal History' would compliment it. So much has already been written by our members for 'Albatross', it would be good to see it all under one cover!

I wish you warm safe enjoyable winter sailing,

Lew Garnham, Vice Commodore.



Rear Commodore's Report

Well another month has passed: time flies so it may have something to do with being busy or just age.

Many thanks to those who are continuing to support Derwent Sailing Squadron by dining before our General Meetings. We had 30 diners last time. This shows that as a club we appreciate their warm and comfortable facilities.

The same procedure will continue for July meeting. I will email a reminder the week before.

5th July, General Meeting

The quiz to follow will be fun and a break from the normal guest speakers.

All are welcome BUT I would like to know the approximate numbers because the Chef, Brent Burgess will supply supper free. Our thanks for his continuing help.

WINTER BARBECUE July 17, at Hut 9 Waterworks Reserve.

I will be there at 11am. There are barbecues, shelter, parking and areas for children. Let's make this a day for displaying fun winter clothes ideas.

This is a BYO food and drink event. Bring some games and music.

Please spread the word and invite past members. Let's make it a reunion!

COMING EVENTS

2ND August, General Meeting - Guest Speaker will be Jennifer Lavers speaking on Sea Birds and their conservation.

13TH August, Anniversary Dinner at The Hobart Convention Centre

Cost \$50 per head - Smorgasbord meal as last year.

We need at least 50 diners. This event is also open to past members. You must pay prior to the 5th August. Use Paypal, a cheque, or pay by cash at the July or August meeting.

Plans for C.Y.C.T. boats to be in Constitution Dock overnight on the 13 August will

appear in the Commodore's report.

I am currently investigating a guided tour of Aurora Australis for sometime in August or September. This will be during the week with only a few days notice due to the ship contract commitments. As at our last visit, there is a fee which goes towards a charity fund.

Hopefully we will have a liferaft exercise in a selected pool in the next few months. This is an event which will be a practical experience for all families.

The proposed visit to the Maritime College has been postponed. We will keep this in mind for future discussion.

If members have any suggestions for guest speakers or visits please feel free to forward them to me either by phone or email.

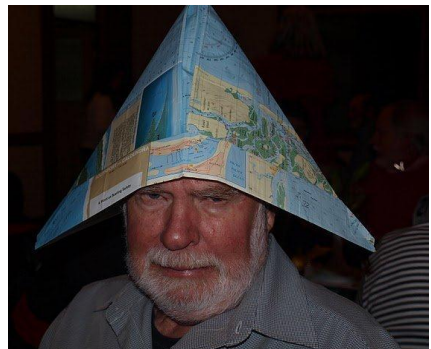
Happy sailing, land cruising or boat maintenance!

Margaret Jones

Gus vans Colina and Kate Hansford



**Scourges of the Spanish Main,
Lew Garnham and Alan Gifford**



**“There be the gold!” – Les Westman wears the
treasure map**

ANNUAL SUBSCRIPTIONS ARE NOW DUE

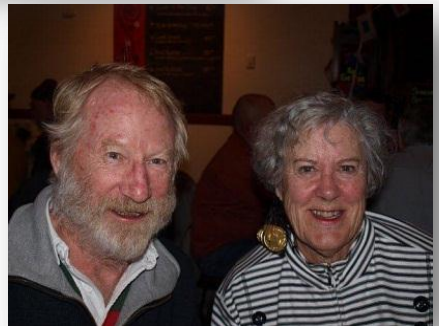
Annual Subscriptions for 2011-12 are now due. Please pay \$60 subscription by one of the following options:

1. Credit card through our link to PayPal. Go to cycy.org.au/Members/subscriptions. **This is the preferred option as your database entry will be automatically updated and the Treasurer's work is minimised.**
2. Sending a cheque to:
CYCT Treasurer, PO Box 605, Sandy Bay, 7006
3. Making a direct debit to the CYCT's bank account
BSB: 067002 Account: 28035573
4. Paying by cheque or cash to the Treasurer at the next
General Meeting.

Also, please review your membership database entry on-line at cycy.org.au/Members and make any changes that are needed. Alternatively, contact the Membership Officer who will make the changes for you.



Hans and Jackie Van Tuil



Roger and Patricia Locke



Alan Butler, Claire and Chris providing the music

WELCOME NEW MEMBERS

Ottmar and Elizabeth Helm

INTREPID

Val Nicholls and Peter Davies

AZIZA

Ron and Peta Metcalf

FINESSE FREMANTLE

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.

APPLICATION FOR MEMBERSHIP

Bill and Mandy Miles

PAVANNE

Martin and Judy Greasley

ARCHER

Daniel Sprod and Sophie Carnell

ISHKA

Richard and Catherine Catt

BIRRIGAN

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

Ottmar and Elizabeth Helm

We have recently purchased our first boat, *Intrepid*, a John Pugh designed steel motor cruiser, built in 1988, berthed at Kettering. Having both had childhoods “messaging about in boats”, Ottmar on the River Rhine in Germany, Elizabeth in Tasmania, it was a long-held wish to one day have a boat of our own.

We spent a couple of years searching, with quite specific criteria. We looked at many boats in Tasmania and as far afield as Sydney, and even toyed with the idea of getting a boat from the Great Lakes in America. In the end we found what we were looking for right here in Kettering, exactly where we wanted it.

We took delivery the weekend before Easter, and ventured out the first day with friends who have plenty of boating experience, and the next day with our daughters, Anna and Rosie, then took our friends with us for a very enjoyable Easter jaunt in relatively calm weather down the Channel side of Bruny Island, occasionally in



company with some of the very friendly and welcoming members of the CYCT.

Since then, time has been taken up with renovations, both at home and on the boat, and we've had only one more outing, in the beautiful weather of the June long weekend, but we look forward to much more fun on and in the water.

Peta & Ron Metcalf

Prior to 2006 Ron's boating experience was only that of 12m power boats with time trialling on the Swan River during the winter months and cruising to Rottnest Island (12nm from Fremantle) in the summer months where a mooring was maintained.

Peta is relatively new to boating accompanying Ron for around 1 year time trialling then on a trip to the Abrolhos Islands off Geraldton – our first “real” cruise.

Going into retirement did not allow for the substantial fuel bills of a large power boat so we went back to school and took sailing lessons, liked the sailing idea and sold the power boat.

A year later we found the right boat and attended the Maritime Technical College in Fremantle to learn the theory of navigation, sails, ropes and rigging, radar and weather. During this time of learning we readied our current vessel – Finesse Fremantle a 44ft Nauticat for extended cruising.

We departed our marina at Hillarys (a one hour drive north of Fremantle) on 5th April, 2009 for a round Australia cruise. This was Plan A. In Jan 2010 we spent 3 months cruising in Tasmania from Stanley across the north coast, down the east coast and around to Port Davey in the South West. We loved the cruising in Tasmania and reach Sydney only to fly back and purchase a new home in Middleton (right on the D'Entrecasteaux Channel (where else) allowing the vendor to remain for 12 months whilst we at least could enjoy the Queensland Coral Coast in the 2011 winter. We sailed as far north as Mooloolaba on route to the tropical waters, however this was not to be as our new home became vacant six months early so we have yet to explore more of Tasmania and retrace our steps north hopefully in a year or two for the Queensland winter.

Finesse Fremantle was built in Siltala shipyards in Finland in 1988. We have traced her history of 4 owners prior to ourselves; have met 3 of the 4 owners including the brother of the original owner who witnessed her launching.

Finesse has travelled from the east coast of Australia to the Solomons, Papua New Guinea, Singapore, Darwin to Fremantle where we acquired her. Her sister ship is Archer which is based in Melbourne and is a recent visitor to Tasmania and at one time owned by a mussel farmer in Dover.



KETTERING SHED DINGHY STORAGE

FERRY ROAD, KETTERING

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 CHRIS 0400520588 (Mob) 6223 1550 (Home)

Puffin in Nubeena

Chris Jones checks out the Club mooring – and gives it, and Nubeena, the thumbs up.

Col and I went to Nubeena for one night on May 28/29th. We motored most of the way there with winds of <7kts but had a great sail home with a perfect 18 kt broad reach most of the way back as well as a visit from the dolphins of Storm Bay. The aim of the trip was to check out and use the club mooring. The pickup buoy doesn't seem to stay on the small pickup arm, but apart from a touch of slime the buoy is easy to use.

We also checked out Nubeena on foot (and dinghy). First we landed at the jetty with slip nearest the mooring, around SW'ly. You can buy bags of apples and pears for \$2 just as you turn left out of the slip area. But it's a long walk round to the RSL that way, around 6 times longer than the NE row to the public jetty.

At the public jetty we checked out facilities to the left (North) having already been to the RSL (about 8 minute walk South) several times before. By the way you can't wear your CYCT cap in the RSL and have to shout the bar if you forget to take it off before entering!

North of the jetty is a posh new restaurant a few minutes up the road on the right had side. Also there is a post office, petrol station (with diesel), general store and several real estate agents to browse. Basically everything a cruiser needs. Also there is a fish and chip shop on the left hand side. I had been there years ago and it wasn't good, but we are happy to say its brilliant now, fresh fish, friendly staff and an outside or inside seating area.



Puffin on the CYCT mooring at Nubeena

The last purpose of the trip was to check out my new Eberspacher diesel heater. That works great and certainly allows more comfortable winter cruising. So if anyone wants to go to Nubeena let me know and if work allows, I will go too.

Going About

A miscellany of items of interest to members

CONGRATULATIONS to third generation CYCT members, 14 year old Lucy Bain and her 12 year old brother Tom, on getting their Motor Boat licenses recently.

Youngsters over 12 years old, are able to attend courses held by MAST over the summer months. They can then sit a multiple choice test and do some practical work, including a rescue and different ways of coming alongside before being Wawarded their license.

Younger sister Amy was practicing her boat skills over the June Long Weekend ready for the day when she's old enough to get her license. Grandma and Grandpa (Pauline & Robert May, *Kalimna*) were content to take a back seat while Amy motored them in the dinghy around Egg Island in the Huon River.



The Kermantie hotel invites members to celebrate “Christmas in July” on 23rd July. There will be a log fire and some entertainment. Cost: \$37.00 PP for a three-course set menu. Marina berths available to members. More details soon.

Oyster Cove Progress

Things are constantly changing at Oyster Cove Marina, with the mountain of spoil being slowly eroded and the new Travelift on site but looking as yet rather forlorn in the mud. The floating berths are almost all in place, with the final 20 to go in when the slipway finally closes. Phil Boustead reports that they hope to have the Travelift in operation for the coming busy season, though progress is dependant to some extent on how quickly the dredgings settle and dry out. Initially both Travelift and slip will operate side by side until the new hardstand is complete.

The berthing situation is described as “comfortably full” but Anne emphasises that they are usually able to accommodate boats after a short wait and she encourages boat-owners to register interest, with no obligation. As for when the slalom course (aka the carpark) might be sealed – well, don’t count on that anytime soon, as trucks will be trundling through for a while yet.



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DINGHY DRILL

Denis Alexander

Veterans of the CYCT will know how to handle a dinghy, but new members may find some “DO’S AND DON’TS” will help them avoid a wetting ... or something worse.

A common embarrassment arises from the guest or child who appears to know ... but doesn't. From the moment they first set foot in your coracle (literally) you will deduce the extent of their experience ... Ten stone, off centre, can mean a wet bottom. You are the skipper, insured and responsible, and may tell them tactfully, when, where and how to embark, or just as important, to disembark from a laden dinghy.

Having assessed their ability, agility, and conceit, you will doubtless let them row around or ashore: can each one swim? In calm conditions, you may use your judgment about life jackets, but non-swimmers must wear buoyancy always and excited children catching a fish are at risk. A pre-arranged signal (whistle) for urgent recall may keep you off a nasty lee shore if the weather changes.

Demonstrate, by example, the reason for coming alongside head to wind or tide, for unshipping the inside oar, for making fast the painter, and for balancing the weight as each passenger gets out.

You have landed a hundred times in a bit of surf, but your guests may be unaware of this discombobulating phenomenon. Have some hero with shorts on to leap out and steady the boat before you are pooped or broached, it may help to go in stern first at the last minute and counter the surge of the surf with your oars. The reverse drill is usually best for launching as the long legged hero can push the boat out and leap in over the transom ... but not just as a wave lifts the bow.

A heavy surf can be really dangerous and should only be tackled by swimmers prepared for a ducking and flying projectiles.

If you tow your dinghy, make sure the oars are always tied in (with a slip knot) or brought aboard. The painter must be strong enough to withstand the savage snath of a running sea, when the oat surfs up to our rudder and then falls back. A rope streamed over the stern of the dinghy will reduce this often frightening chase.

There is an optimum length of painter for different boat speeds, and drag can be reduced if your tender sits on top of the yacht's stern wave rather than behind it. But if you go offshore try to get your dinghy on deck, but where it doesn't foul sheets or anchor gear.

The devil may look after the inebriated, but more than one overloaded cockleshell has tipped its merry contents into a sobering cold sea.

1. Always have a bailer tied in your dinghy.
2. When ashore, tie the painter to a rock or tree.
3. If on a windless night, your dinghy bumps the boat, tie a submerged bucket to it.
4. On a rising tide, don't let it drift under a pier.
5. Learn to scull over the stern with one oar ... one day you might have only one oar.
6. Whenever you go astern, make sure your painter is clear of the propeller.

A photograph of a marina with several sailboats docked at a pier. In the foreground, a dark rectangular box contains white text. The text reads: "Mermaid Café", "Ferry Road Kettering", "Lunch snacks coffee", "9am – 5pm 7 days", and "Ph: 03 6267 4494".

Mermaid Café
Ferry Road Kettering
Lunch snacks coffee
9am – 5pm 7 days
Ph: 03 6267 4494

Gunk for Every Job

Modern chemistry has presented us with new choices of sealants for everything, including the kitchen sink. The trick is to choose the right one and apply it correctly. Here are some hints on application:

- * When trying to form an even, good-looking bead with polysulfide, coat your fingers with liquid detergent and you can mold the sealant, after it skins over, without sticking.
- * Most pros pull a bead of caulk because of the control it offers. A good bead in the first place is better than the finger and detergent approach described above.
- * Polysulfides cure faster when wet. To speed up curing, adjust hose nozzle to fine spray and keep sealant damp. For smaller areas, use a spray bottle.
- * Sometimes a primer is needed before applying sealant to some surfaces. Read labels carefully so you can buy needed primers and solvents before leaving the store.
- * Use underwater caulk on through-hulls to insulate, not just against leakage but against galvanic corrosion.
- * Marine polysulfide sealants help keep engine mounting bolts from corroding or vibrating loose, and ease future removal. Put some on the threads before turning the nuts down.
- * If you carry an extra tube of marine silicone sealant aboard, you can jury rig any size gasket.
- * When making a hatch gasket from silicone sealant, place a bead on both surfaces, then cover with waxed paper and close hatch. Paper keeps gaskets separate as they cure.
- * Coat back sides of light fittings to seal wire ends (but not light bulb socket) to prevent corrosion.

Think you are ready for life on the ocean wave?

As our immediate Past Commodore abandons a perfectly good house for life afloat, a few practice exercises might be helpful.....

- ❖ Move everything into your smallest bedroom.
- ❖ Use plywood to block off everything in your bathroom except a 1m x 1m square over your toilet. Use the shower in the EIGHTH house down the street to simulate walking from your boat to the marina showers down the dock.
- ❖ Use a laundromat to wash all your clothes. Park your car a minimum of 200m from the laundromat to simulate hauling the clothes and stuff up the jetty.
- ❖ Seal off your kitchen and cook all your meals on a camp stove in the little bedroom so you can experience sleeping in a boat where someone burned dinner.
- ❖ Turn off the switch to your water heater, heat pump and any other electrical luxuries...leaving only one 20A circuit energized.
- ❖ Use more plywood to block off 3/4 of the wardrobe so you can practice storing gear in lockers. Cut off your TV aerial and watch TV on rabbit ears
- ❖ Park your car at the same house where you take showers (8 houses away).
- ❖ Put in a mail redirection card and have all your mail sent to a friend's house 20 kms away.
- ❖ Rebuild your toilet once a month taking apart all the plumbing and putting it back together.
- ❖ Every time you do anything electrical, leave your lawn mower running outside your bedroom window for "The Generator Effect".

When you fill up your car, say with \$15 in diesel, give the 8th neighbor an extra \$15 to simulate marina fuel prices.

- ❖ Paint your house, or pay the most expensive painting company in town to paint your house, every year. Use the most expensive paint you can find. Paint the bottom floor twice to simulate putting anti-fouling paint on a hull.

Take your car to the most expensive dealership in town. Have him overhaul the engine and do whatever he wants to it every year. Make believe he is the ONLY place this can be done within 100 kms. Be nice and smile at him.

- ❖ The new *Peacemaker* is now brimming with home comforts including full clears enclosing the cockpit and diesel heating and will be based at South Haven. Good luck in your new home and new lifestyle, Peter and Jenny Makepeace!

❖

Dumplings – perfect winter comfort food

Even the blandest tinned stew becomes a filling feast when you take the lid off the pot to reveal steaming, light-as-air dumplings. Easy to make from ingredients available in most galleys, these are yummy winter fare.

1 ½ cups flour

1 tsp baking powder

Pinch salt

1 beef stock cube

50g butter or margarine

Milk or water to mix

Sift dry ingredients together and crumble in stock cube. Rub in butter or marg and mix to a soft dough with milk or water. Put in spoonfuls on top of boiling stew and cook 15 to 20 minutes with lid on pot. Parsley or mixed herbs add flavour.



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Cruising Yacht Club of Tasmania

General Meeting held at the Derwent Sailing Squadron

on 7 June 2011

MINUTES

Opening

Commodore Chris Palmer opened the meeting at 8:10pm by welcoming attendees.

Present

56 members recorded their attendance.

10 apologies were recorded.

7 visitors were welcomed: Bill & Mandy Miles, David Brown, Martin & Judy Greasley, Ron & Peta Metcalf.

Minutes

The Minutes of the General Meeting held on 3 May 11 were accepted as a true record by affirmation.

Vice-Commodore

Vice-Commodore Lew Garnham spoke about the cruise to Snake Island and other destinations last weekend for which there had been a good turnout. He then gave details of the arrangements for the cruise to Port Huon, dinner at the Kermadie Hotel and vineyard tour this coming weekend. He has bookings for 14 boats to date.

Rear Commodore

Rear Commodore Margaret Jones thanked members for patronising the pre-meeting dinners which had cemented a good relationship with the Club's host, the Derwent Sailing Squadron. Margaret gave details of the Club meeting next month which will include a quiz session followed by supper. Cost will be a gold coin donation to cover small prizes and a possible donation to charity.

17 July 11 – the annual mid-winter BBQ at the Waterworks Reserve has been planned.

13 August 11 – bookings for the Annual Dinner will be taken from mid-July. The cost will be \$50-00 per person. Any costs associated with entry and exit to Constitution Dock will be covered by the Club.

Margaret explained that she is hoping to arrange a life-raft drill at the Collegiate Girls School and a visit to the "Aurora Australis" Antarctic supply ship as future activities.

Forums

Alan Gifford reported on the just completed session of 'Women on Boats' forums in which about 60 women participated. He explained that the great success of these events had led the Committee to plan similar sessions in future years.

Alan expressed his thanks to all who helped this enterprise including: Gus Van Colina, Chris Palmer & Margie Benjamin, Rob & Cynthia Coffee, Tony & Kim Brewer and, for donating a life-raft for the proposed pool session, Paul & Rosemary Kerrison.

Alan advised members in the meantime to watch the web and Albatross for details of a man-overboard practice using a training dummy (belonging to MAST) and VHF radio practice sessions.

Commodore Chris Palmer thanked Alan and his helpers on behalf of the Club for their efforts in making the forums such a great success.

Treasurer

Treasurer Paul Dutton presented his report which was accepted – see attached.

Paul encouraged members to use the Paypal system on the Club's website when making payments to the Club including their membership renewals.

Commodore

Commodore Chris Palmer also reminded members that their membership fees were now due and similarly encouraged all to use the Paypal system which has been set up on the website.

Chris reported that \$440-00 from the recently held market had been deposited in the Club's account. He thanked all who participated in establishing the market and said that it will be added to the Club's calendar of activities.

Chris thanked Liz Garnham for taking over the management of Club apparel and advised members to look for details in Albatross and on the website.

Editor

Editor of Albatross, Kim Brewer appealed for articles from members. Leo Foley appealed for typing assistance with preparing an anniversary edition of Albatross.

Close

There being no other business raised, Commodore Chris Palmer closed the meeting at 8:40pm.

Chris invited Kim Brewer to introduce Patrick Synge as this evening's guest speaker. Patrick gave a very interesting presentation on his seafaring life, boatbuilding and repairing in the Pacific islands, surveying and things to watch for as boats age.

Cruising Yacht Club of Tasmania Inc.

2011 Annual General Meeting

NOTICE

The 36th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc. will be held on Tuesday 6th September 2011 at the Derwent Sailing Squadron on Marieville Esplanade, Sandy Bay, Tasmania commencing at 8:00 pm.

AGENDA

Opening

Apologies

Confirmation of the Minutes of the 35th Annual General Meeting held on 7 September 2010.

Announcement: Cruise of the Year and Cruising Plaque awards.

Treasurer's Report (including the Auditor's Report)

Commodore's Report

Resolution to amend the Constitution as notified in the Club's magazine 'Albatross'.

Election of Office Bearers for 2011-12.

Election of Honorary Auditor.

General business

Close

J.V.D. Drysdale

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