

Albatross

Volume 38

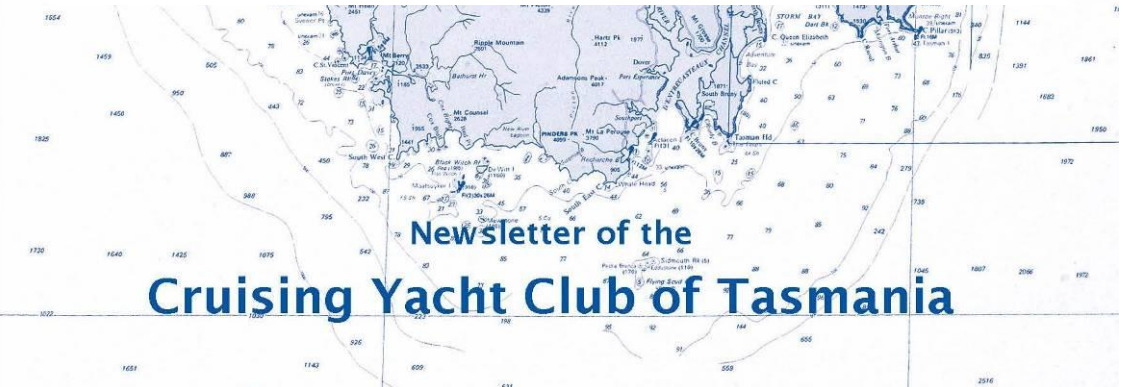
No 7

August 2012



Charon and Honey Bee at Middle Parcy Island

Chris McHugh



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	
<u>AUGUST</u>	
Tues 7 th	General Meeting @ DSS 8pm. June 5 th Dinner at 6pm Guest Speaker: Colin Denny "Lighthouse Communication"
Wed 8 th	Committee Meeting @ Mariner's Cottage 7.30pm
Sat 11 th	ANNUAL ANNIVERSARY DINNER Hobart Function & Convention Centre. See details Albatross
Tues 21 st	Winter Forum Series: A quick look at radar and chartplotters Mariner's Cottage @ 7.30pm
Tues 28 th	Women on Boats 5.30pm – 7.00pm @ DSS
<u>SEPTEMBER</u>	
Tues 4th	Annual General Meeting @ DSS 8pm. Dinner at 6pm
Wed 8th	Committee Meeting @ Mariner's Cottage 7.30pm
Tues 18th	Forum: Cheap and Cheerful Preparations for Summer (Annual maintenance and slipping on a budget) Mariner's Cottage 7.30pm

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

Not a CYCT Member?

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

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

We look forward to welcoming you to our Club

 Editorial



It's the usual scenario at this time of year: the population of Tasmania shrinks, as everyone who can heads for warmer climes. In this issue we hear from *Honey Bee*, in Queensland, while *Adagio* and *Star* are exploring South Pacific anchorages. But a greater number of travellers make their Bass Strait crossing aboard the *Spirit of Tasmania* (no night watches there!) and, like Bob Goss and Elayne Burke, cruise on four wheels at this time of year. Many of our sailing friends have retired to campervans but strangely, they seem to be irresistibly-drawn to marina carparks.

Maybe it's the chance of sneaking a hot shower or a paperback swap in the laundry but I'm sure they just can't keep away from boats. After years of sailing, my husband sometimes finds it hard to adjust to be on wheels instead of a keel and so we have on occasion "anchored" the car instead of parking it.

This month's forum topic is: An Introduction to Radars and Chartplotters. Alan Gifford has been hard at work planning this with Matt Orbell of Green Marine. If you want to know more about the features and limitations of marine electronics, Matt will answer your questions at the Mariner's Cottage on Tuesday 24th at 7.30pm. These forums are friendly, casual get-togethers with plenty of opportunity to ask questions and discuss problems with other members and all are welcome.

Another reminder: I will not be standing for a third year as Editor at the AGM. If you appreciate having the Albatross as a feature of the CYCT and wish to become more involved in the Club, how about having a go?

Stay warm!

Kim Brewer



Commodore's Report



New Members

Friday 13th is not usually associated with good things, but the evening of 13th July was a very happy occasion. It was this year's New Members' Night and some twenty recent members were entertained by your Committee at Mariners Cottage.

As usual, all the Committee members (and partners) did a fantastic job of preparing a wide range of food – sausage rolls, casseroles, pasta and desserts – and the Club provided the beverages that ensured everyone relaxed and mingled. Well, there wasn't a lot of choice, really. With over 30 people in the Cottage, it was pretty squeezey! But as was the intention, Committee and new members got to know each other a lot better and no doubt new friends were made on the night.

As you are hopefully aware, new members' name-tags are marked with a gold star, so if you see someone with such a tag at a Club meeting, do the friendly thing and make a point of saying 'Hello'.

Anniversary Dinner

By the time you read this, the Anniversary Dinner at the Hobart Function Centre on Elizabeth Street Pier will be less than two weeks away. If you haven't already booked, you'd better hurry. We have to commit to final numbers very soon. Cost is \$55.00 per person, and a free night's berthing at Con Dock is available for those who would like to bring their boats to town.

Book and pay via the website - <http://cyct.org.au/Members/dinners/> - or phone Rear Commodore Margaret Jones if you are not able to use that facility – 6272 5660.

Comments for proposed Planning Day

The response to my appeal in last month's 'Albatross' for Members to pass on their thoughts regarding what they want from the Club has been, shall we say, muted. At the time of writing this report, two members only have placed comments in the Forum section of the website - <http://cyct.org.au/Members/Forum/> - and no emails have been received by the Committee.

Of course, this could mean that all members are abundantly happy with what the Club is doing and how it is doing it, but nonetheless your Committee is looking forward to receiving more contributions to help guide its deliberations up to and during the Planning Day. Please refer to my report last month for a few subjects that you might like to address.

Roll on Spring!! Bye for now.

Chris Palmer



Vice Commodore's Report

The good days are on the way with already noticeable lengthening of the daylight hours and sunshine. The garden is budding and all last year's growth is being pruned to hopefully give time for boating things. The CYCT mooring at Nubeena has been serviced and awaits your visit!

I have seen photos of the changes made to the Black Jetty at New Norfolk. The deck planking has been covered with aluminum plate and some extra vertical waling timbers added that bear large black fender tyres. It is good that an attempt has been made to modify the existing structure but unfortunately I can see a lot of problems with the changes for boats, pedestrians and the jetty's life. The Derwent Valley Council has been advised of these.

The development of the BBQ site at the Quarantine Station old jetty site is still under consideration.

Recently there was a move to affiliate the KBC and the DSS so to professionally manage Jacinta and Bret Cooper's ongoing work. They have done an excellent job in growing their club from one mooring at Rosebanks, a property at Kingston and a handful of members to a very successful club with over 13 moorings, over 104 registered 'boats', land and 'club house' at Barnes Bay, the Barnes Bay Regatta, more than 13 moorings and also a very positive bank balance! The DSS was to form a Cruising Division, manage the Barnes Bay Regatta and continue providing moorings to members by buying 'for sale' moorings. Some other moorings were to be established in existing mooring areas and some other places after consultation with MaST. Mooring management is also an important function. The KBC and DSS are both keen to promote cruising and hopefully the CYCT can provide a role here for both clubs.

The motion was defeated; about one third for, and two thirds against. Possible cost increases, feared potential liabilities and loss of independence were some of the reasons.

I am pleased to report that our Queen's Birthday Combined Clubs Cruise is now a calendar fixture and the event dates for 2013 has been circulated to other clubs for inclusion in their coming year's plan. \$50 was donated to the Living Boat Trust and the balance of \$150 to the CYCT fund.

Recently at an enjoyable New Members Night, a lot of new boating stories and experiences were recounted that hopefully will make the Albatross. I had wished that the last years 'new members' could have been present to tell us if the CYCT had met their needs. I wish to raise again the question 'What do you want from your club?' We have very diverse needs and experiences, from novice cruisers to 'Pacific wanderers', enthusiastic sailors to retired sailors where maintaining club friendships and associations are important. Please tell the committee what you like, would like, and what we could do better!

On Thursdays there is a dedicated 'rain or shine' sailing group at the DSS who would like to have your company. Perhaps a similar group may wish to form at Kettering so the CYCT has two ongoing mid-week sailings.

The Derwent Sailing Squadron, Sailtrain, is running two courses of interest: First Aid, 14, 15, 16th August, and a Safety and Sea Survival Course 8-9th September.

Please don't forget to book for our Anniversary Dinner on the 11th August, it is always a good fun night. Do you qualify for a Cruising Plaque?

For that night I will leave you with Long John Silver's quote from Treasure Island, "Maybe you think we were all a sheet in the wind's eye, but I'll tell you I was sober"

Regards,
Lew Garnham, Vice Commodore.



Rear Commodore's Report

Last month's dining and General Meeting was held in the recently extended Derwent Sailing Squadron's club room. The changes to the building allow for a more spacious dining area and the use their public address system proved to be very efficient. The changed menu for "Moorings" is on a separate

page.

At our last meeting we were privileged to be entertained by Rob Clifton who is the Operations Manager at the Australian Antarctic Base at Kingston. From his personal experiences and power point presentation we learned of the many forms of transport used in our frozen south.

A Reminder of Important Future Events For 2012

7 August Dining from 6 pm & General Meeting @ 8 pm
Guest Speaker: Colin Denny "Pigeon Communication" (Lighthouses)

11 August Annual Anniversary Dinner. Hobart Function & Conference Centre, Elizabeth Pier

8 December Christmas BBQ Dru Point Reserve from 11 am

Margaret Jones, Rear Commodore

An Australian Federal policeman stops at a farm and addresses an old farmer. He tells the farmer "I need to inspect your farm for illegally-grown drugs". The farmer says "Okay, but don't go in that paddock over there" as he points out the location.

The AFP officer verbally explodes, saying "Mister, I have the authority of the Federal Government with me". Reaching into his jacket pocket, he proudly displays his badge to the farmer. "See this badge? This badge means I am allowed to go wherever I wish ...on any land. No questions asked or answers given. Have I made myself clear? Answer me! Do you understand?" the farmer nods politely, apologises and goes about his chores.

A short time later the old farmer hears loud screams and sees the officer running for his life, chased by the farmer's huge Angus bull. With every step the bull is gaining ground and it seems likely that the officer will be gored before he reaches safety. The policeman is clearly terrified. The farmer throws down his tools, runs to the fence and yells at the top of his lungs.....

"Your badge, your badge! Show him the BADGE!"

Dine at the Derwent Sailing Squadron

"MOORINGS"



WINTER MENU

- Oven baked herb and garlic bread 5
- Soup of the day with crusty bread 10
- Country style chicken liver terrine with toast 12
- Skewers of satay chicken with peanut sauce 12

MAINS

- Classic beer battered fish fillets with house tartare 25
- Chunky seafood chowder with crusty bread 14
- Grilled market fish with lemon butter 25
- Fish fillet burger (crumbed fish) with coleslaw, tartare and side of chips 17
- Caesar salad, cos, bacon, shaved parmesan and croutons 16
- Free range chicken schnitzel with parmigiana sauce 22
- Open steak and bacon sandwich with fried egg, greens and side of chips 17

MAINS FROM THE GRILL

- Black Angus porterhouse steak 280g 25
- New York cut 400g 30
- Black Angus scotch fillet steak 280g 28
- New York cut 400g 34

SAUCES (complimentary)

- Pepper or mushroom sauce
- Mustards or horseradish cream

SWEETS

- Sticky date pudding with butterscotch sauce 9
- Hot chocolate pudding with double cream 9
- Tasmanian Valhalla ice cream, trio of flavours 8

KID'S MENU

- Fish and chips with tomato sauce 7.00
- Chicken nuggets and chips with tomato sauce 7.00
- Plain hamburger with tomato sauce and chips 7.00
- Kid's minute steak with chips and tomato sauce 8.00
- Bowl of chips 5.00

SWEETS

- Ice cream and topping 5.00

APPLICATIONS FOR MEMBERSHIP

Laurie Lash

ARIETTA

Stephen Trice & Angela Trice-Gifford

LAYLA ROSE

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

WELCOME NEW MEMBERS

Marilyn Graham

Leigh and Christine Miller

FLEUR DE LYS

Mark and Marsha Stranger

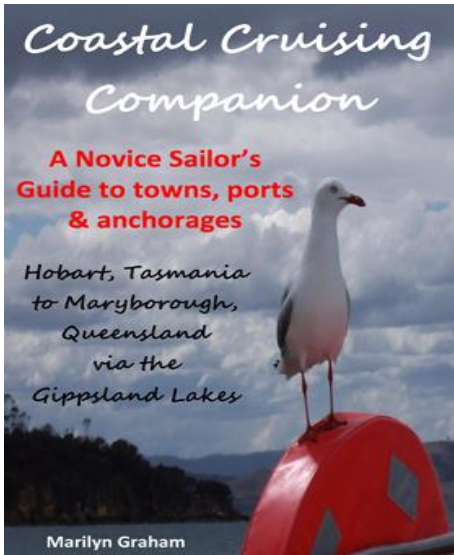
HELSAL IV

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

INTRODUCING: Marilyn Graham

As a learner, I cruised with a friend on his yacht for two years from Hobart to Fraser Island and return. I recently crossed Bass Strait on *Ocean Child* with Jenni and Denis Walker and will soon rejoin them to cruise the Clarence River.

I would like to have the opportunity to retain the skills I have learnt and add to them by joining others who also enjoy the cruising life.



Marilyn has already made a notable contribution to the cruising scene with the publication of the Coastal Cruising Companion, a book for novice sailors seeking information on anchorages on the East Coast from Tasmania to Queensland. Written from the viewpoint of a curious traveller (and a woman), it focusses on the information yachties need – where are the laundromats and the supermarkets; what's the phone number of the marina or the bridge operator? Adding photos, charts and some general boating information, Marilyn has produced a compact book with plastic-coated pages designed to be live in the cockpit and to be regularly consulted. See her informative website

www.coastalcruisingaustralia.com for updates and to order a copy. Editor.

INTRODUCING: Leigh and Christine Miller

First sailed from DSS 1978 – 1980 then PRYC to 1987 in *Waskasoo* (formerly *Nalara* then *Lady Lester*) a 35ft huon pine sloop built by Tom Pilkington at Battery Point and launched in 1961. Later, from 1998 to 2007 we sailed the local waters in *Tevake*, a 30ft bilge keel shoal draft vessel out of Little Swanport on the East Coast. This was a Robert Tucker-designed composite steel and marine ply yacht built in Melbourne in 1972.

We recently acquired a Bavaria 40, *Fleur de Lys*, in Melbourne and sailed to Blackmans Bay where we are currently living. We are looking forward to local and long distance cruising perhaps to the Pacific Islands or Northern Queensland in a year or two. Keen to meet fellow week-enders and mid-week sailors including those willing to take on crewing roles

INTRODUCING: Marsha and Mark Stranger

A little over a year ago Marsha and I were looking around to see what we might do because my job at the university was coming to an end. After ten years the grant money had finally stopped flowing. We thought we might rent out our house and buy a small yacht to live on while I looked for a job that didn't mean moving away from Tasmania. While looking for a yacht we came across Helsal IV, a Dynamique 62. While not exactly small, it did come with a job. After a lot of deliberation and some anxious nights we took the plunge. We now have a berth at King's Pier Marina and run a charter business called Tasmanian Yachting Adventures. We had our first paying passengers on November 24 last year and didn't do too badly over summer. We have our own website, www.hobartyachts.com.au, and have been doing quite well on Trip Advisor (a website where customers post reviews of tours, hotels and attractions). We do a range of trips from 3 hours on the Derwent to a week away in Port Davey, and anything else people might want. Because of her size we are required to employ a Master 5 to skipper Helsal IV on commercial jobs, while I slowly work towards getting the qualification myself, but that is going to take at least a couple of years.

Apart from the charter business, Marsha is a nurse and works at two GP clinics on the eastern shore and I am doing some part time tutoring at the university to help keep the wolf from the door. We are both looking forward to joining in on some CYCT trips, although they will have to be in the off season because we are bound to be overwhelmed by demands for charters in the warmer months ... we hope.



So you're thinking cruising is cruising right? - all you need to do is check the boat, grab the crew, load the supplies, throw off the mooring lines and sail off into the sunset to exotic places like the Gold Coast and Whitsundays, to anchor off secluded beaches and so on and normally you would be right. So what's cruising with a difference? - the answer is no boat and no water except for Bass Straight, which means you're cruising the highways and byways of Australia's States with a caravan, which I think can be as challenging as any ocean crossing. Like an ocean crossing it requires careful planning, ensuring that the tow vehicle and van are in good condition and ready for the trip, it also needs good navigation and navigator as well as a good understanding of the road rules that apply as you cruise along.

After some months of reading and talking to experienced caravanners, aided and abetted by various types and amounts of alcohol, May 30th arrived and our five week cruise began. Fresh off the Spirit of Tasmania, driving to Geelong was an interesting introduction to the driving antics of the locals; travelling at 100 km/h (the speed limit) and being passed by two "B" doubles - one to the left and one on the right. Imagine your little boat with a super tanker each side of you and you have some understanding of what it was like.

Reaching Geelong we dropped anchor at the caravan park and visited the National Wool Museum, displaying the wool industry in the region dating back to the early 1800s and Ford Discovery Centre, which shows the nearly century-old association between Geelong and the Ford Motor Company.

The next day's adventure was a visit to Queenscliff where we sat on the point and watched ships enter though Port Phillip Heads, then off to the maritime museum which is a "must do" if visiting the area. Scattered around the foreshore are 100 or more quirky and whimsical painted bollards that represent iconic people and events that happened around Geelong. Returning to harbour (caravan park), we had



to stop and sample some of the local wines - only to ensure that the quality is of a high standard of course!

Heading for Apollo Bay (after much arguing with the GPS, which wanted to take us inland instead of along the Great Ocean Road), we drove through Torquay, Anglesea, Aireys Inlet where we went to look at the Split Point Lighthouse then on to Lorne, Wye River and Kennett River. Cape Otway Lighthouse is about 30kms south-west of Apollo Bay. The lighthouse is the oldest on the mainland (1848) and is some 80m above the ocean. It is also the place where Bass Strait and the Southern Ocean meet. There are 56 steps up to the top and going outside onto the walkway around the top was a bit of a challenge with the wind blowing at better than 50km/h. It was "hang on tight". I was very happy to be on dry land instead of out in 8 -10m waves in a small boat. If you were on the rocks then some serious praying would be needed if you were to survive.



The Loch Ard Peacock - a Minton masterpiece

Running before the wind, we passed through Glenaire, Lavers Hill, and Princetown to Port Campbell. The Flagstaff Hill Maritime Museum, Gallery and Village at Warrnambool has one of Australia's largest collections of maritime artefacts gathered from the wrecks along the coast. The *Loch Ard* went up on the rocks on the night of the 31st of May 1878 with the loss of all but two people: crew member Tom Pearce and a passenger, Eva Carmichael, Tom made it to shore first then observed Eva in the seas and went to the rescue. Sometime later a crate washed up on the beach which contained the Flagstaff Hill Maritime Museum's prize exhibit; the magnificent Minton ceramic *Loch Ard Peacock* valued at over \$4 million. Having looked at the cliffs and the size of the entry to the beach it's an amazing thing to happen.



Loch Ard Beach

From Mt Gambier we went via Millicent to Kingston, where the choice of a place to stay was simple as there is only one caravan-park, where the TV reception ranged from poor to "not happening". This tested my patience as the antenna is supposed to be the best thing since sex was invented.

At Murray Bridge we stayed in a Top Tourist park right on the Murray River and could watch the house boats going up and down. Joy of joys the bloody TV tuned in a treat, clear as a bell with some twenty channels for me to surf. Standing on the banks of the river, we watched a ski boat race and let me tell you, those guys are nuts - huge V8 engine and a crew of 2 plus a skier with only two speeds flat out and stopped. I have no idea what the speed was but the winning boat only had the prop and rudder in the water.

A week with son Matt in Adelaide and it was time for us to continue our journey to McLaren Vale where we should have been by lunch time but the GPS tried to take us along a road that's still being built so had to kid it into taking us a different way. Took a look around the township of McLaren Vale and then more wineries. As we turned south my liver said "Thank God!

From Cape Jervis we travelled through Delamere to Rapid Bay, Second Valley, Normanville and Yankalilla where we visited the Historical Museum. The first part of this was a large shed divided into nine sections with lots of memorabilia. All very interesting. Once we were fed and watered on to Victor Harbour.

Next day the sun decided to shine for us, which was a nice change. Having covered quite a lot of territory on the Fleurieu Peninsula in the past five days we departed Victor Harbour travelling along the coast road back into Adelaide. Went to the boat show at the Adelaide Showgrounds - after 2.5 hours of wandering and looking we were feeling a tad weary.

Oh what a night! Bordertown Caravan Park is right alongside the Western Highway - needless to say we didn't get a lot of sleep with the nocturnal habits of the b-doubles and semi-trailers. We were up bright and early and back on the road again through Kaniva, Nhill and Dimboola to Horsham. Stopped at Bests Winery - the wine was yum and Bob thought the hostess was yummiier (keeping his eyes open for a potential daughter-in-law)!!

After a quiet night and a good sleep at Seppelts, woke up to a cold day (and I thought that Tassie was cold) and to Sovereign Hill. We thought entry a bit expensive at \$81.00 but that gave us two days entry to both Sovereign Hill and the Gold Museum. Spent quite a bit of time looking around the Chinese display then kidded Elayne into taking an underground tour of the Red Hill Mine There were some school kids taking

part in school classes as they would have done in the 1800s, all dressed up in costume and using slate or a quill and ink, and they were very well mannered. Also watched gold being poured into a three Kg ingot worth \$150,000 today. After 5 hours we were cold and tired but the experience was well worth it. The people who put it all together and those who work there have done, and do, a great job.

We were looking forward to leaving cold, wet Ballarat behind. How disillusioned were we, as it was no better in Melbourne. Navigated our way to Melbourne and that was when the fun started. Our trusty GPS decided to take us down Toorak Road which was exciting driving a 13m rig of Pajero and 20 foot caravan - cars parked on either side, us in the middle and impatient drivers passing and cutting in front of us. Sunday, no improvement in the weather but we had our sights set on visiting the Supreme Caravan showroom, which was another navigational expedition 49ks across Melbourne.

We never did get our factory visit... Why? Because after 2+ hours with the Sales Manager, we received an offer we couldn't refuse. Consequently we are leaving the Sterling in Melbourne and will be the proud owners of a new Supreme Executive II later in 2012. So we dropped the van off to be sold and then were off to the boat for the night's sailing home.

Some final notes. The quarantine requirements as you cross state borders are a bit interesting as it depends on which way you're travelling - meaning you can take all or nothing. There is a handy little book which explains it for you - 'Traveller's Guide to Australian Interstate Quarantine'. Some of the truck drivers can be a worry as they seem to have two speeds which are flat-out and warp speed but generally they are good. Roads are better than we have here.

For those who like statistics :
Travelled 4600km
Average Km travelled per day 127.7 km
Average Fuel consumption 13L/100km
The rig is 13m long and weighs 4.6 ton



**CRUISING YACHT CLUB
OF TASMANIA
2012
ANNUAL DINNER**



**HOBART FUNCTION
& CONFERENCE CENTRE**

**Saturday 11 August
6.30pm**

**BUFFET MEAL
GUEST SPEAKER: PAUL CULLEN**

\$ 55 per person

**Payment by 7th August
to**

**Treasurer, PayPal or cheque or cash at the
next meeting**

GOING ABOUT

A Miscellany of items from near and far that may be of interest to CYCT members

An update from David Tanner on Star; finally repaired after her capsizing off New Zealand and ready to depart for Tonga.

I arrived back in Opuia (Bay of Islands) from Auckland today in pouring rain and wild winds, ready to prepare STAR for the next leg of our Pacific Odyssey to Tonga. The insurance repairs were finally completed in May on the anniversary of our arrival in Opuia last year after a rather eventful encounter with a cyclonic low off Cape Reinga. At least Alex and I were able to enjoy a brief cruise in the Bay of Islands after Easter this year.

I am about to be joined by my cousin Rob Tanner and my nephew Michael Churchill. We hope to get away from Opuia by the end of July in a suitable weather window and plan to arrive in Nuku'Alofa by 10th August.

Alex will then join me with another crew member on the 17th and we plan to spend a few days in the Ha'apai Group before heading up to Neiafu for a few weeks in the Vava'u Group. Alex is committed to return to Hobart in early September, so Ian and Julie MacDonald will join STAR for the rest of the trip back to Bundaberg via Fiji and possibly Noumea.

Ian was one of the intrepid crew on the Tasman crossing last year (together with Ian McCormick and Peter Holmes), and is a wonderful cook under extreme conditions at sea. Our last meal as we approached the coast of New Zealand was a perfectly roast fillet of beef, onion and potatoes, washed down with our best red wine. It's interesting to note that we didn't lose one bottle of red in the 360 degree knock-down, although the bottle of cognac presented by Zoe on departure from Kettering (to celebrate our arrival in NZ) somehow lost its screw cap in my undies locker where I had stowed it for safe keeping! Never before have I worn such aromatic underpants!

I'll try and send an update from Tonga if the WiFi works.

Cheers,

David Tanner



NEW CRUISING GUIDE - Clarence River - Yamba to Grafton

A free 24-page guide is available online at http://www.clarencetourism.com/media/docs/sailingandcruising_guide_web.pdf or call the local Tourist Information on 02 6642 4677 to request a printed copy.

Marina Swap – Want a change of scene?

We are a Hobart family departing on an extended cruise for a year or so in early January 2013. Our Adams 40 is currently in a pen at Kettering and we'd love to hear from anyone interested in swapping pens if they have one in Sandy Bay. This would allow us easier access to the boat from our home in Taroona as we get ready to leave and may be good for you to be in the Channel area for a while. We'd be available to swap anytime from now and would like to stay until the first week of January 2013, but can be flexible on the start and finish of the swap. Please contact Robb Clifton on 0448380082 or email robb.clifton@aad.gov.au if you are interested.



Where Are They?

Adagio – Steve and Dorothy Darden are currently in New Caledonia and their day-to-day whereabouts can be tracked on

<http://oceantracker.net/tracker/mx7.html?event=adagio>

Catch up on their passage north and east via the latest updates on

<http://adagiojournal.com/>

Honey Bee and Charon – Both in the Whitsundays. See the following article.



Tasmanian Solo Circumnavigation

In October 2012, 25-year old Tobias Fahey, from Dodges Ferry will set out from Hobart, attempting to become the fastest Australian in history to complete a solo non-stop, unassisted circumnavigation of the world. He is preparing his Radford 50 yacht 'Sea Quest'.



Keep an eye out for Sea Quest around the Derwent and check out preparations on <http://tobiasfahey.com.au/>



Honey Bee's Cruise to Queensland

Honey Bee and her crew, Peter & Chris McHugh, arrived at Brampton Island, one of the most southern islands near the Whitsundays on 21st June 2012, the shortest day of the year. It was also our wedding anniversary, so a good time to celebrate this milestone. It is the first time that we have cruised the Australian coast, north of Coffs Harbour, so it is all new territory for us. Previous extended cruises have taken us to New Caledonia in 2010 & to the Pacific & NZ in the 70's & 80's.

'Honey Bee' is a 12 metre Van de Stadt Caribbean steel yacht which was built in Queensland in the early 90's & her maiden voyage was from Mooloolaba to Tin Can Bay in June 1993. We are the 3rd owners so it is great to bring 'Honey Bee' back to Queensland waters.

We left St Helens on April 9th, stopped overnight at (the not so) Great Musselroe Bay, then had a brisk sail to Prime Seal Island, a pretty anchorage in the Furneaux Group. With favourable weather, we motored, and then sailed to the Deal Island group in Bass Strait – our first visit since the early '80s. Next day, we went ashore at Erith Island & then Deal Island, where we met the caretakers, David & Mary Nicholson, also fellow yachties, who recently wintered over in Kettering. They had met Chris & Andrew when 'Wayfarer II' cruised there in February this year.

Our plans were to go to Lakes Entrance, but a northerly wind forced us south of the oil rigs & we carried onto Eden. We found our new AIS receiver was very useful near the shipping channels, south of Victoria. From Eden, we did a long day sail, initially with a settled light SW, but later a stronger SE, with wet, windy & thundery squalls, to take us north to Chain Bay in Batemans Bay. We were relieved to anchor later that evening! A few days later when the swell died down, we crossed the bar & anchored off the town of Batemans Bay. It was interesting to explore ashore, see a movie & see the historic launch, Hi-Ho, that now has Honey Bee's previous motor installed in her.

Our next anchorages on our trip north were Jarvis Bay, Port Hacking, and then Blackwattle Bay in Sydney. It was nice to arrive in Sydney before the weekend & leave after it, as we had less traffic to watch out for on the harbour! After catching up with our son & getting some supplies, we left Sydney on May 1st meeting up with CYCT members, Denis & Jenni Walker from 'Ocean Child', a Stuart 47', at Refuge Bay, a beautiful bay in Broken Bay. Our dinghy wasn't inflated so we looked up the membership list & invited them over for coffee by phone. Continuing north, we stopped at Newcastle o/n, then Port Stephens, before enjoying a longer stay at

Laurieton, south of Port Macquarie. For 5 days, one can tie up to the jetty outside the Laurieton United Services Club & get a key for hot showers

Laurieton is one of the best places on the coast to stock up, meet other cruisers, catch a movie at the lovely cinema & even get involved in the local community. I joined a birdwatching group for an excursion & also went along to a weekly singing group. Local businesses welcome visiting sailors and all are conveniently close. Reluctantly, we left Laurieton & sailed north, stopped o/n at Trial Bay & then enjoyed a 2 day stay at Coffs Harbour, meeting up with local friends (Richard and Denise, who keep their boat, Flutebird, at Cygnet) for lunch & time in the bush at their home. After leaving Coffs, we stopped o/n at Iluka & Byron Bay before reaching our first Queensland anchorage known as Bums Bay on the Gold Coast on May 17th. Sailing past the high rise buildings at Surfers was quite an experience!

After a few days on the Gold Coast, we escaped north, cruising through the inland waterways to Moreton Island, with its large sandhills, & interesting snorkelling on the wrecks at Tangalooma. Our anchor winch failed on leaving Moreton Island & Peter had to get the anchor & chain up manually! Fortunately, 'Honey Bee' isn't a heavy yacht! After mainly sailing downwind on the coast, we had our first hard windward sailing to Mooloolaba. We berthed at Kawana Waters Marina & Peter organised an anchor winch replacement (a Muir Storm winch, made in Kingston). Ten days later when the swells had dropped and the new winch was in place, we crossed Wide Bay Bar early one morning in company with Tasmanian catamaran, 'Folie a Deux' from Kettering. We anchored at popular Garry's Anchorage, then off Big Woody Island before leaving the Great Sandy Straits & sailing north to Pancake Creek, a pretty anchorage.

A brisk SE wind gave us a good run to Great Keppel Island, which has some good walking tracks to explore. More brisk sailing followed for our run to beautiful Pearl



Tasmanians in the Tropics - Wendy Bradfield and Richard Philips of *Charon* and Chris and Peter McHugh of *Honey Bee* at Middle Percy

Bay on the mainland where we anchored beside 'Charon'. It was great catching up with her crew, CYCT members, Richard Phillips & Wendy Bradfield there, then at Middle Percy Island & Mackay.

Leaving Pearl Bay, we headed out to the Percy Group, anchoring initially at South Percy Island, then the famous West Bay at Middle Percy Island. We found the plaque left by CYCT founding members, Ken & Doris Newham in 1976 and 1980, plus names of other yachts that we have met in Tasmania, as well as on Pacific cruises in the 80's. It was interesting to walk up to the original homestead & learn about the history of Middle Percy Island. A BBQ was enjoyed ashore at the A-Frame that evening with Cathryn & Steve, two residents of the island & other yachties Our next stop was Digby Island, then Mackay Marina for maintenance, chores & shopping, before our final run to the Whitsundays & the arrival of our first visitors on June 27th.

'Honey Bee' is currently cruising in the Whitsundays and may go as far north as the beaches at Bowen before heading south again. You can follow our progress on <http://skipr.net/where-is/boat-pages/?boatid=825>

Chris McHugh

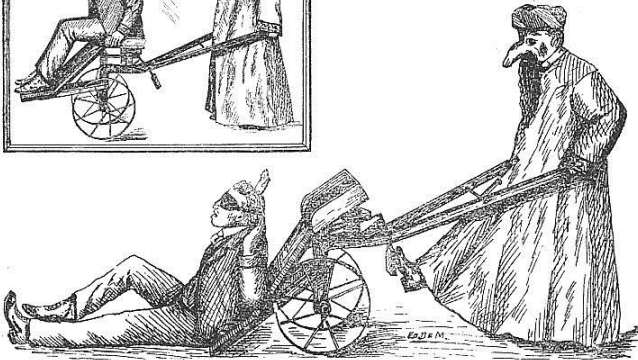


Laurieton from The Brother

The Ultimate Tool for Masochists or Sailors

(Is there a difference?) Thanks to Erika Shankley for alerting us to this intriguing invention.

OCEAN WAVE BOAT.



3698 This Boat is called the Ocean Wave because it produces all of the sea-sickening motions of a boat ride over waves. A candidate would prefer to ride for miles astride of a fuzzie-backed goat than to cross an imaginary body of water with this boat. The two rubber-tired wheels, with hubs out of center, gives the side rocking motion and the waving motion is produced by working the handles "up and down" at the will of the operator. When the candidate has been given a good sample of sea-sickness, the operator can unload by touching the tripping trigger back of seat with his foot; this will cause the seat and platform to drop to an inclined position and cause the candidate to slide to the floor on the bottom of his pants. A shallow pan with water or a large sponge saturated with water may be placed in a proper place on the floor, so as to give the candidate something soft to sit on; this will also remind him that he has been taking a real boat ride on something dam—per than the dry earth.

This Boat is strongly built; the wheels and gear are of steel and nicely painted; can be used in any Lodge room, as it takes up but little space. Weight, packed for shipment, 100 pounds.

Price \$15 00

The majority of bluewater cruisers are husband and wife teams (“Mom and Pop” cruisers, Americans call them); middle-aged, middle-class types who prepare carefully for boring voyages where the biggest excitement is a strike on the fishing line. While stories of storms and pirates are great tabloid material, when you are mid-ocean with only your partner to rely on, you don’t need surprises. However this is real life and the best-laid plans do go astray. In mid-Atlantic I learnt what fear feels like.

Sadly, I can’t say that our scariest moment took place on a dramatic, dark and stormy night. Instead it was a perfectly calm, starry night and we were motoring on seas as smooth as silk, halfway between the US Virgin Islands and the Bahamas, enroute to Florida where we would handover “Pacific High”, the Islander 36 we were delivering from Turkey. Parading across the horizon at regular intervals were enormous cruise ships, Caribbean-bound out of Miami and lit with brilliant lights like floating Las Vegas casinos

I was off-watch and asleep but came to with a thump to see Tony frantically ripping up floor boards, explaining breathlessly as he did so that the bilge pump light was showing continuous operation. As he lifted the panel we both gasped to see an absolute flood of water pouring into the bilge. At that moment I discovered that the mouth really *does* go dry with fear and I went cold with terror. Surely we were going to sink.

It is amazing how much the brain can cram into a split second. In the blink of an eye I had rehearsed where all the skin-fittings were and mentally grabbed our passports, ready for the liferaft. Then by pure reflex I reached out and dipped my fingers in the water and put them to my lips. Hot, fresh water! For the moment I couldn’t comprehend exactly where this water was coming from but we knew it was not from the ocean and we were not about to abandon ship.

In the event, we discovered a hose had blown off the hotwater cylinder and we had lost a good portion of our freshwater. An unscheduled stop at the Turk and Caicos Islands was required and as we couldn’t repair the fitting, there were to be no more hot showers on this trip. We have sailed thousands of ocean miles since that day and have tackled problems large and small, but nothing has frightened me like the sight of water gushing into the boat, in the middle of the night, in open ocean.

The lesson learnt? Steel yourself to sample the bilge water – no matter how nasty it may look. Fingers crossed, it’s fresh!

Try this delicious, healthy snack. A great alternative to museli bars on those rugged winter days when you need an energy boost on the water.

RECIPE: ENERGY BALLS

½ cup dried figs, chopped
½ cup dry-roasted, unsalted almonds, chopped
½ cup puffed rice
¼ cup raw, unsalted cashews
¼ cup maple syrup
¼ cup tahini
¼ cup sesame seeds Process figs and almonds for approx. 1 minute until medium-fine consistency. Add puffed rice and cashews and pulse for about 15 seconds. Pour maple syrup and tahini into mix and blend it reaches a moist consistency that sticks slightly between two fingers. Using damp hands roll a heaped teaspoon in to a ball and roll in sesame seeds. Makes 12 balls. Store in an airtight container for up to 3 weeks.

Online Sailing

Chris Jones, *Puffin*

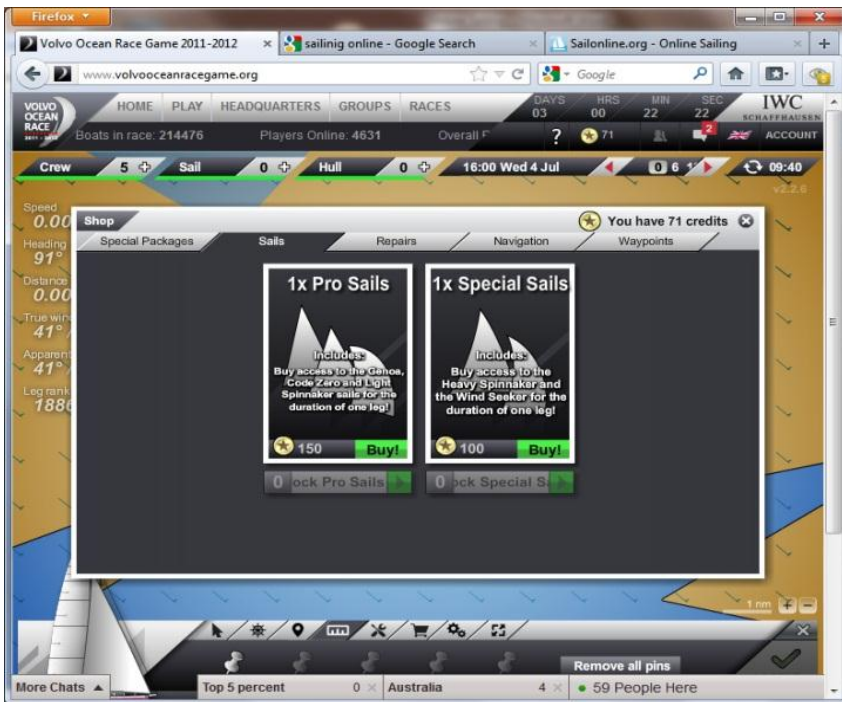
I'm sure I am not the only CYCT member with dreams of sailing beyond our state or participating in blue water racing, but until I have the time to do so, I have been doing it virtually!

This was my first effort at online sailing so I wanted to share the experience. I entered in the Volvo Ocean Race Game (VORG) which started on 5th November 2011 and has just finished on 3rd Jul 2012. The game closely follows the real Volvo (formerly Whitbread) round the world race. You can actually see the plots of the real yachts and race against them, as well as others online. I finished the last leg ranked 1886 but that's out of around 220,000 online boats so I was in the top 5 percent throughout the entire race.

In VORG, you need to pay a nominal fee by Paypal or credit card to stand a chance of winning as this gives you credits that can be used for sail repairs, extra sails extra boats and crew energy. Whilst you can sail without paying, you will not do as well. I paid around \$15 and that lasted the whole 8 month race, so it's pretty cheap

entertainment. I chose to only race one yacht (called Puffin of course) but many others had fleets of 3 to 5 yachts to manage. This costs more and I don't think is in the spirit of the race, as you can scatter your fleet to hedge on winds and other race tactics.

Sailing involves setting your heading, choosing a sail and using optional features such as auto angle which keeps your True Wind Angle constant, so is like using wind vane steering or an autohelm coupled to wind data. You race real time with start times similar to the real yachts. Weather is updated every 12 hours and you can get forecasts for 7 days out for planning your race strategy.



Using credits to buy sail packs

You can set waypoints if you like, which can be useful when threading through islands and rocks. There is a Groups feature and it would be great to setup a CYCT group, if sufficient interest for next year. So if you have dreams of great sailing adventures or just want to test your navigational and tactical racing skills there is online sailing. If you can't wait until November for the next Volvo, or are looking for something to occupy the mind during the off season, there are other popular online sites. I have included a

link to Sail Online (SOL) that I haven't tried but seems popular and they have regular shorter races and, I believe, no fees.



Chart with grib weather overlaid and showing real yacht placings

Links:

www.volvooceanracegame.com

<http://www.sailonline.org>

Committee Roles and Responsibilities

This information is an abbreviated version of that found on the Club website. It is provided for the benefit of more recent members and those who may be considering nominating for a Committee position. Go to www.cyct.org.au/Members/Committee for full details of all Committee positions

A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Editor at editor@cyct.org.au.

Nominations must be received by the Secretary by Friday 24th August

Commodore

The Commodore is the public face of the CYCT and should promote and bring credit to CYCT. The Commodore should encourage camaraderie between members and provide opportunities for exchange of information and promote member interaction.

The commodore's duties include:

- Presiding over Committee meetings and General and Special meetings of members of the CYCT;
- Being familiar with the Club Constitution, and ensure that decisions taken are in accordance with it;
- Ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization;
- Being freely available for consultation by members;
- Ensuring that the duties of Public Officer and other legal requirements are completed.

Vice Commodore

The main role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member.) The Vice Commodore should also organise activities that promote safety on the water and encourage members to extend their cruising horizons.

The other role of the Vice Commodore is to assist the Commodore in the discharge of his/her duties and to officiate in his/her absence.

Rear Commodore

The Rear Commodore's principal role is to arrange and introduce guest speakers or training activities that take place at each general meeting. In addition, the Rear Commodore:

- Provides a report to the editor for publication in the Albatross.
- Arranges club social activities including:
 - February barbeque held at the Mariners Cottage in lieu of a February general meeting.
 - Navigation Cruise Dinner and Club Anniversary Dinner
 - Christmas Function.

Secretary

It could be said that the Secretary oils the wheels of the Club to ensure its smooth running. His or her main responsibilities include:

- Preparing the agenda for General Meetings and Committee Meetings
- Writing and circulating Minutes of General and Committee Meetings
- Dealing with correspondence to and from the Club

- Preparing the agenda for the AGM, including nominations for Committee positions
- Generally taking care of all administrative issues that are not the direct responsibility of any other Committee member

Treasurer

As the title suggests, the Treasurer is responsible for the maintenance of the financial health of the Club. Specific responsibilities include:

- Receiving income from subscriptions, advertising in 'Albatross', interest and payments for social functions
- Banking and reconciling bank accounts
- Reimbursing approved expenses and paying supplier invoices
- Preparing monthly financial reports and annual report (P&L and balance sheet)
- Obtaining quotes for insurance
- Arranging for the annual audit
-

Editor – 'Albatross'

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer (currently UniPrint) on all matters relating to the printing of the publication.

The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

Membership Officer

The two major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed with the December 'Albatross each year'. This means:

- Maintaining the data base on the web site
- Keeping paper records of application forms up to date and passing application information on to the Editor for printing in 'Albatross'

The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions

Warden

The Warden is responsible for the maintenance of the Club's physical assets, including Mariners Cottage (leased from National Trust/HCC). The Warden is also responsible for the maintenance of Club Honour Boards and photo albums.

Webmaster

The Webmaster is responsible for the maintenance and operation of the Club website. This includes:

-
- Maintaining a secure database of member details
 - Managing Club email aliases
 - Managing the content of the website

Note – The Club is currently seeking a Webmaster assistant to help with the creation and management of content for the website.

General Committee Members (x2)

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. For the last two years, one of these positions has managed the Forums program.

Resignation – Vice Commodore Lew Garnham

Dear Members,

I wish to advise you that I will not be seeking nomination for the position of Vice Commodore for personal reasons.

The two years have been both enjoyable and challenging, not only organizing the cruises, but trying to invigorate the club with fresh ideas and directions. These must meet both internal club needs and community club growth by aligning our goals to what potential new members may require from a club. We must look forwards to challenges and use potential opportunities for new directions and growth, both of the individual members and the club as a whole. The new members need to become involved, and the longer standing (and often boat less) kept in the 'family'.

The club exists for pleasure (that includes sailing safety) and the monthly formal/social provides an interesting evening with a shared meal and interesting guest speakers

The educational aspect is good, with general forums and the very innovative and successful 'Women on Boats'. Networking within the club for ideas and support is also important and now we also have a Web forum section for exchanging ideas and seeking advice. We also have a site 'Cruise Link' so members may potentially propose and organize personal CYCT cruises. Writing for 'The Albatross' has been creative fun.

Raising our club profile as an important Cruising Club has been assisted by The Mercury's boating section articles and photos detailing both past and future events. Last year we were able to link up with the Taranna Boat Club and enjoy mutual Easter

hospitality in the wild weather, well sheltered. Port Cygnet and Nubeena Yacht/Boat Clubs also saw our attendance at their Regattas and Kettering's Wooden Boat Rally. It is important that we also have 'special cruises' to attract for other clubs to attend. Here we have a 'Norfolk Bay Cruise' (BBQ at the Creese's too), the East Coast Easter Cruise, and the 'All Clubs Queen's Birthday Huon Cruise' as a new 'signature' CYCT event.

Facilitation of cruising comes from pre-cruise discussions (eg Dennison Canal), use of our excellent 'Southern Cruising Guide' and planning of trip events, destinations. Last year oysters replaced the salmon! Potential development of the popular BBQ site at the old Quarantine Jetty has been resurrected. Our mooring at Nubeena is to tempt you beyond the Channel, as it not only provides good safe holding in poor holding ground, but easy access to a lovely town. MaST intends to provide more East Coast moorings while the KBC will provide those in the Channel for its members. A mooring at Huonville would be good too for an o/n stay. Important natural areas need to be maintained mooring free.

I am concerned that the air draft of the new Bridgewater Bridge will not match that of the maximum western span of the Bowen Bridge.

I thank you for the enthusiastic support I received, sometimes in difficult situations.

May the 'Albatross' burgee and the 'Bell' continue to draw you all together and continue sailing forward as great club.

Yours sincerely,

Lew (Lewis Garnham)



**The Cruising Yacht Club of Tasmania Inc
Nominations for Office Bearers – 2011 -12**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8.00pm on Tuesday 6th September 2011

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

We (nominator).....(signature).....

And (seconded).....(signature).....

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2011 – 12 financial year.

POSITION	NOMINEE'S NAME IN FULL	NOMINEE'S SIGNATURE
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		
Quartermaster		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
by Friday 24th August 2011

Cruising Yacht Club of Tasmania Inc
General Meeting held at the Derwent Sailing Squadron
on 3 July 2012

1. **Opening**

Commodore Chris Palmer opened the meeting at 8.10pm.

2. **Attendance**

38 members registered their attendance, there were 3 visitors and guests and 6 apologies.

3. **Minutes of the previous meeting.**

The minutes of the previous meeting held on 5 June 2012 were confirmed and signed.

4. **Business arising from those minutes (not elsewhere on the agenda).**

.

5. **Introduction of new members and presentation of burgees**

The Commodore welcomed Ian and Christine Barwick to the Club and presented their burgee.

6. **Vice-Commodore's report – Lew Garnham**

The Queen's Birthday Long Weekend cruise to Port Huon and Franklin was very successful with not only members in attendance from our club, but also from other yacht clubs. Dinner on the Saturday night was a 1950s/60s theme at the Kermandie Hotel. Other activities included cruising to Huonville, radio controlled boats and a three course meal prepared and served by members of the Living Boat Trust. The weekend raised \$150.00 for the CYCT

There are no planned cruises for July and August.

The VDL Cruise circumnavigating Tasmania in company is on again in Feb/Mar 2013. Further details are available on the RYCT website.

The Commodore thanked Lew and others involved in organising the QB weekend.

7. **Rear Commodore's report – Margaret Jones**

Next General Meeting is on 7th August with guest speaker Colin Denny on "Lighthouse Communication".

AGM is on 4th September. Dinner with a new menu will be available prior to the AGM. There is no guest speaker so this is a night to socialise with other

members. Nibbles and drinks will be available.

Anniversary Dinner on Saturday, 11th August at Hobart Function & Convention Centre, with guest speaker Paul Cullen. The Commodore has negotiated with TasPorts for boats to berth in Con Dock overnight. This will be at the cost of \$10 per boat with proceeds going to Mission for Seaman. Bookings and pre-payments for the Dinner are essential and can be made through our website.

Christmas Party. Please contact Margaret with any suggestions.

8. **Treasurer's Report – Wayne McNeice**

End of Year financials tabled.

Subs are now due.

Entertainment Book. Can be purchased tonight or on-line through our website.

9. **Editor's Report – Kim Brewer**

The usual plea for articles and photos.

Kim will not be continuing as Editor after AGM so anyone interested in this position please speak to either Kim or the Commodore. The Commodore stressed the important role this position is within the Club and urged members to contact him if at all interested.

10. **Marine Life Watch**

The Commodore reminded members to complete the data sheets if they have been fortunate enough to have sightings of marine life. The sheets are available on-line.

11. **Forums – Alan Gifford**

In Alan's absence, the Commodore commented that the last forum presented by Ian Hughes on preparing your diesel engine for the winter was most informative with around 15 in attendance.

The next forum is scheduled for 31st July at the Mariner's Cottage on VHF and radio speak.

12. **Commodore – Chris Palmer**

Planning Day. Following on from his Commodore's Report in the Albatross, Chris asked members to find time to make comments about our Club and its activities and operation. Information regarding the idea behind this planned meeting and the ways in which members can make their contributions to the discussion can be found in his 'Albatross' report

Committee positions. There are number of Committee members not standing next year. Please consider taking on a Committee position and contact the Commodore if you are interested.

13. **Other business**

Margaret Jones:-

Library. A reminder to members of our library.

Clothes. CYCT apparel is on display and can be purchased either tonight or on-line.

Photos. Thanks to Kim for displaying photos from the Long Weekend Cruise and also the WoB Diesel Engine course.

John Greenhill. Members are most welcome to make use of his two moorings for free for short stays or by negotiation for longer term stays until the end of the year; D836 in Kettering (near the Marina) and 8792 at Triabunna (near Barton Ave near The Spit).

Ald. Leo Foley. A small marina is to be erected at the end of the pier close to the Lady Nelson. It is anticipated that this will be completed by the end of September. This is being funded by MaST and managed by HCC. Leo commented this will be an excellent facility for around twelve yachts, an extra arm for kayaks and another arm for Rob Pennicot's commercial cruises.

Chris Palmer. Discussions are currently being held with TasPorts on opening up Con Dock to encourage more recreational boats to berth there. The formal business concluded at 8.25pm.

14. Guest Speaker:

Rob Loring introduced Rob Clifton, Operations Manager at the Australian Antarctic Division who gave an excellent presentation on not only supplying the Australian bases but also mountain climbing and sailing to Antarctica from both New Zealand and Chile.

15. Next meeting

August 7th at DSS.

16. Close

Meeting closed at 9.30pm.

**36TH ANNUAL GENERAL MEETING OF THE CRUISING YACHT CLUB
OF TASMANIA INC**

held on 6 September 2011 at the Derwent Sailing Squadron

MINUTES

Opening

Vice-Commodore Lew Garnham (Chairman) opened the meeting at 8:00pm and welcomed members attending.

Attendance

32 members registered their attendance. Apologies were received from Commodore Chris Palmer and 22 other members.

Minutes of the 35th AGM

The minutes of the previous AGM were accepted as a true record by affirmation. No business arose from those minutes.

Awards

Presentation of Club awards were deferred until the recipients, John and Sue Cerutti and Steve and Dorothy Darden, could be present.

Treasurer's Report

The Secretary read out the status of the Club's finances and the Auditor's Report. The Auditor's Report was accepted by affirmation.

Commodore's Report.

The Secretary read out the Commodore's Report.

The Constitution

The following changes to the Club's Constitution were proposed by the Committee and had been published in 'Albatross'.

Section 9.a. Applicants for membership must lodge an application either in a form supplied to him or her by the Secretary duly filled in and signed in the manner indicated on it or by submitting a completed electronic form on the Club's website.

Section 9.b. Applicants must be supported by two Club members, indicated either by signing the paper form or by electronic mail to the Membership Officer.

Section 9.c. The applicant in each of the above mentioned categories shall lodge with the application form the fee relevant to his or her category and fixed by the Committee or pay the fee electronically.

The remaining subsections be renumbered from 9.d. accordingly.

Vice-Commodore Lew Garnham explained the purpose of the changes is to permit the use of electronic forms. He then put the proposal to the meeting and it was seconded by Robert Grey and carried.

Appointment of Honorary Auditor

Treasurer Paul Dutton had advised the Committee that Mr Rendell Ridge had kindly agreed to continue as the Club's Honorary Auditor. Accordingly, Mr Ridge was appointed by affirmation.

Election of Office bearers

Vice-Commodore Lew Garnham passed the meeting to the Secretary who declared all Committee positions vacant. The Secretary advised that the number of nominees equalled the number of vacancies. The Vice-Commodore then read out the following

names of the nominees and, there being no objections or new nominations, he declared them Office Bearers for 2011-12.

Commodore	Chris Palmer
Vice-Commodore	Lew Garnham
Rear Commodore	Margaret Jones
Treasurer	Wayne McNeice
Secretary	Alan Butler
Editor	Kim Brewer
Membership Officer	Margaret Benjamin
Webmaster	Dave Davey
Committee (1)	Alan Gifford
Committee (2)	Hans Van Tuil
Warden	Chris Creese
Quartermaster	Chris Creese

Vice-Commodore Lew thanked the members who had volunteered to work on the Committee and the outgoing members for their contribution to the Club.

General business

No general business arose.

Close

Vice-Commodore Lew Garnham again thanked attendees and closed the meeting at 8:15pm.





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Introducing Albatross Advertisers: Boat Sales Tasmania

Surely every boatie in Tasmania has wandered the berths at Murray Street Pier Marina at some stage, gazing at the boats on display and perhaps dreaming of winning Lotto? Many have found themselves in the Boat Sales office, celebrating one of the two happiest days in a boat-owner's life- putting in an offer to purchase a new boat or completing the sale of one.

As the largest brokerage in the State, Boat Sales Tasmania has handled the sale and/or purchase of hundreds of vessels – many more than once.

Boat Sales Tasmania has continued to expand the Jeanneau fleet in Tasmania and new boat sales in 2012 include a 439, 44i (both new models to the local market) and a 50 Deck Saloon – the second in the State. The company's commitment to Jeanneau boats and their owners has been a force in the growth of the brand.

Principal, Paul Nanscawen, has a background in business and banking but has always maintained a strong interest in yachting, particularly racing and in 2010 completed his first Sydney-Hobart aboard "She's The Culprit".

Paul's father John Nanscawen, preceded him into the business as a broker, after 10 years as manager of Stormy Seas and brings a wealth of experience in yacht racing and cruising. Kim Brewer [Editor of the *Albatross*] came to boat-broking after a career as a professional sail-training skipper and cruising sailor. Three support staff offer a variety of services to vendors, from boat cleaning and maintenance to deliveries.

Paul Nanscawen reports a marked upsurge in enquiries and sales over the past month after a quieter than average winter. His advice for a successful sale? Price realistically for the current market and be prepared to spend time and money to present your boat in excellent condition.





JEANNEAU 36i

PEACEMAKER



GREAT OPPORTUNITY!!

- Superbly-equipped yacht in excellent condition.
- Designed for simple two-handed sailing.
- Completely enclosed cockpit
- Webasto diesel heating
- Two double cabins
- Separate shower

\$195,000

Superb sailing performance, easy handling and comfortable, stylish interiors are hallmarks of the Jeanneau range. Grab the chance to own this beautifully setup 36i, loaded with extras.

KIM BREWER	0428 927 358
PAUL NANSCAWEN	0418 385 866
JOHN NANSCAWEN	0409 433 547

MURRAY ST PIER HOBART	www.boatsalestas.com.au	FERRY RD KETTERING
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