

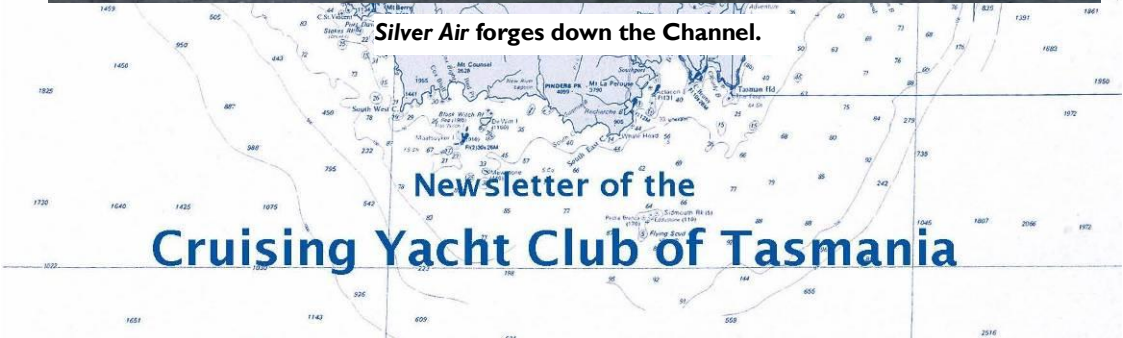
Albatross

Volume 38 No 8 September 2012



Silver Air forges down the Channel.

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		
Wayne McNeice	H 62252392	<i>Riverdance</i>
Secretary		
Alan Butler	H 0457000434	
Editor 'Albatross'		
Kim Brewer	H 0428 937358	<i>Vailima</i>
Committee		
Hans Van Tuil	H 62291875	<i>Alida</i>
Alan Gifford	H 6229 7389	<i>Eight Bells</i>
Membership Officer		
Margie Benjamin	H 6267 4994	<i>Wayfarer II</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

Contents

CYCT Calendar	3
Editorial.....	4
Commodore's Report.....	4
Vice Commodore's Report.....	6
Rear Commodore's Report.....	6
Applications For Membership.....	8
Welcome New Members	8
36 th Anniversary Dinner	10
A Technocrat At The Sydney Boat Show.....	12
A Dodgy Business.....	14
Going About.....	18
International Lighthouse And Lightship Weekend 2012	18
37 th Annual General Meeting Agenda	21
36 th Annual General Meeting Minutes	22
August General Meeting Minutes	24

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>SEPTEMBER</u>	
Tues 4th	Annual General Meeting @ DSS 8pm. Dinner at 6pm at "Moorings" Supper to follow the meeting.
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
Fri 21 st to Sun 23 rd	Pipe Opener Weekend. Details at www.dssinc.org.au
<u>OCTOBER</u>	
Tues 2 nd	General Meeting @ DSS 8pm Dinner at 6pm at "Moorings" Speaker: Weather Talks – Bureau of Meteorology
Wed 3 rd	Committee Meeting @ Mariner's Cottage 7.30pm
Sat 6 th	Opening Day. Combined Clubs Sail Past.

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



The Pipeopener is close and the spring sailing season nearly upon us. The Cruising Calendar is pretty empty this month but September will see a new Vice Commodore and a full programme advertised on the website.

The Albatross will have a new Editor after the AGM and now is a good time to thank two retiring committee members who have made my life a whole lot easier. Lew Garnham, as Rear Commodore, has led from the front - being out and about in Minerva regularly and getting material for contributions. He and Liz's photos are always excellent and a great record of the people of the Club. Margaret Jones was very helpful to a new member/editor and I have drawn on her knowledge of club history and traditions. Thanks to them both. I know that their knowledge and expertise will be available to the new editor.

Thanks too to all who contributed to the Albatross over the past two years. This is your magazine and it needs YOU!

Kim Brewer

Commodore's Report



So – here we are again at the end of another Club year. Has it been a good one? I think so. Your Committee has worked hard to try and provide a number of events and happenings that we hoped would appeal to members, but only you can determine if we have succeeded or not

The composition of the Committee will be somewhat different next year as we are, sadly, losing a couple of key members in Vice Commodore Lew Garnham and Rear Commodore Margaret Jones. I'd like to take this opportunity to thank them both for the outstanding contribution they have made to the running of the Club and the introduction of different events. Both will be greatly missed at our Committee meetings.

I am happy to report (as I did recently by email) that we will be retaining the services of our Secretary, Alan Butler, and that we have nominations for the positions of Vice Commodore and Editor (although current editor Kim has offered to remain on the Committee in a different role). At the time of writing the Secretary has not received a nomination form for the Rear Commodore's spot and I am keeping all my digits well and truly crossed that someone will see the light and put up their hand in the next few days.

I hope you will be able to attend the AGM on 4th September. Without a guest speaker it may not be the most entertaining night of the year, but it is an important one in the life of the Club and a good attendance will indicate a healthy organisation. It is, too, an opportunity to catch up with old friends and get to know some of our many newer members.

Annual Dinner

As reported elsewhere in this 'Albatross', close on fifty people enjoyed an excellent evening at the HFCC on August 11th. The food was first class, the speaker, Paul Cullen, was an exemplar of the two desirable attributes of any after dinner speaker – brevity and wit – and the whole atmosphere, as you would expect, was relaxed and thoroughly enjoyable.

Congratulations go to Paul and Rosemary Kerrison who received their 'Cruise of the Year' award from the last winners, Jose and Conchita.

My thanks, and the thanks of all who attended this event, go to Rear Commodore Margaret Jones who undertook the lion's share of the organisation of the evening and to Alan Gifford who did a great job as MC for the night.

Thanks, too, to Alan Gifford and Geoff Rosan for the use of *Eight Bells* and the provision of some wonderfully potent gluhwein prior to the dinner. We had eight vessels moored in Constitution Dock, generating much interest from tourists and passers-by.

Forums

The forums program continues to go from strength to strength. Some 25 people attended the August forum at the Cottage and enjoyed a most informative presentation by Matt Orbell on marine electronics. One of the main benefits of these events is the ability to chat with the presenter after the formalities are over and get detailed answers to your own specific problems.

The Women on Boats group, too, continues to grow in number and is highly recommended as means of improving boating knowledge and skills in a relaxed and friendly environment – with much laughter on the side, apparently.

See you at the AGM!
Chris Palmer

Vice Commodore's Report



In this, my final report, I apologize for the lack of cruising information; however the weather and family concerns have directed energies elsewhere....for a little while. We look forward to later cruising in these southern waters and enjoying the association with fellow yachtsman from the other 'non organizing' side.

I wish to encourage someone to follow on as Vice Commodore with the assurance of good support from the Commodore and the Committee in your role. I will provide some 'back up' also to assist you in this enjoyable and at times, a challenging role. Cruising is a core activity of the CYCT, as is the provision of good supportive social contact, both on the water and land. The 'Albatross's quill' will ink out extra skill! Providing or improving benefits of CYCT membership is another task where your creative ideas in the committee are important. Times are changing and new directions are to be explored fully.

Initially you may feel very concerned but the most likely first event will be 'Opening Day', arranged by the RYCT; so go out and enjoy the sail past and relax after in the raft up. The Cruising Calendar also allows creativity and is soon made.

I wish to thank Chris Palmer, the Commodore, all the Committee and the CYCT members for the good support shown over the last two years.

Yours sincerely,
Lewis Garnham, Vice Commodore.



Rear Commodore's Report

As this is my last report for the "Albatross" my sincere thanks to members who have supported club functions, given me information for guest speakers and attended the "Mooring's" dinners on general meeting nights. Derwent Sailing Squadron has appreciated the effort our club has made in taking advantage of their dining facility. This has afforded us the opportunity to extend our socialising time at each meeting.

I also extend my thanks to those people who were able to attend the extra events such as visits to Aurora Australis, Maritime Museum, Angelsey Barracks and the "Winter Barbecues".

Forty-eight members and guests attended our Anniversary Dinner on 11th August. It was very affirming to hear positive comments relating to the first class food and space available. My thanks to the Commodore for arranging the entertaining guest speaker in Paul Cullen. His description of his life journey was inspiring and amusing. Members were also entertained by a power-point presentation of club events and members cruises.

In particular I thank the Commodore and Committee for their encouragement, cooperation and assistance for the events. This has been a committee position that I have enjoyed and commend to other interested members.

Best wishes to the newly elected Rear Commodore.

Margaret Jones

If you have not paid your annual subscription, it is now overdue!

Annual subscriptions for 2012-2013 are now due. Please pay \$70 subscription by one of the following options:

1. Credit Card through our PayPal link.
Go to www.cyct.org.au/Members/subscriptions.
This is the preferred option as your database entry will be automatically updates and the Treasurer's work is minimised.
2. Cheque to CYCT Treasurer, PO Box 605, Sandy Bay 7006
3. Direct Debit to the CYCT's bank account
BSB: 067002 Account: 28035573
4. Pay the Treasurer by cheque or cash at the Annual General Meeting.

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

APPLICATIONS FOR MEMBERSHIP

Chris Dawe

POLARIS OF BELMONT

This nomination 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

Laurie Lash

ARIETTA

Stephen Trice & Angela Trice-Gifford

LAYLA ROSE

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: Steve Trice and Angela Trice-Gifford

We have lived on this beautiful island for four years, having moved from WA where we lived firstly on the beach and then on a rural property 45 kms NE of Perth in the Chittering Valley.

We previously owned our own business and

our home in Birches Bay is our 'Last Resort' as we retired in 2010/11. We have been in Australia for 17 years this January and consider ourselves very fortunate to have found this wonderful place we now call home.

We decided that if we were to take full advantage of the island that we had better buy a boat for our retirement and allocate this as our eternal Christmas 'pressie'.

We purchased a new, beautiful and elegant 39ft Jeanneau DS. She was commissioned in 2009 and we sailed her from Sydney to Kettering over a period of three weeks. Following tradition, we named her after our first grand-daughter, Layla Rose.

We wisely had our wonderful boat consultant, adviser, trainer and now good friend Chris Sugden and his lovely wife Peta on board to ensure we maximized our baptism of fire experience. You see we knew that yachts generally float on water and having never owned or sailed prior to this experience we were curious as to how this was achieved.

Wow and what an experience this trip turned out to be. Fantastic, unbelievable, scary, unforgettable, exhausting and much much more!! We learned so much about our lovely yacht and began to trust her in all kinds of weather. We also quickly realized like all good ideas at the time, that we had no idea how much there is to learn about the wonderful art and skill required to experience great sailing!

As we now sail ourselves (badly) around the region we will never forget our first experiences aboard our 'Layla Rose' (alas for reasons we won't bore you with, she is now sadly for sale with Boat Sales Tasmania; I would like to purchase another Jeanneau at a later date but not right now). We will miss her terribly once she goes and hope the new owners will love her as much as we do.

We would like to thank you for considering our application and look forward to catching up with new friends at CYCT.

36th Anniversary Dinner

At 1500hrs on August 11th, nine CYCT boats steamed into Constitution Dock in preparation for the Club's Anniversary Dinner, after a cold but calm voyage from their several home ports. Crews appreciated the pleasant welcome by the MaST staff in attendance.

The traditional Gluhwein and nibbles were served aboard *Eight Bells* (standing room only!) from 1700, and at 1800 or so we all repaired to the Hobart Function and Conference Centre on Elizabeth Street Pier, where the tables had been beautifully decorated by Margaret Jones and her crew, and background pictures set in motion by Andrew Boon. There were 50 people in attendance, some of whom have been members – and attended almost every Anniversary Dinner – since the founding of the Club.

The meal was up to the excellent standard we have come to expect from these caterers. During the dinner, the Commodore announced that the Cruise of the Year had been awarded to Paul and Rosemary Kerrison (*Irish Mist*), and the trophy was handed over by previous winners Jose and Conchita Navarro (*Odyssey III*). We were treated to a fascinating and amusing talk by Paul Cullen who has done many things (amongst others being a chef, and an Antarctic base leader) but is now General Manager of the forthcoming Australian Wooden Boat Festival.

All in all, it was an excellent Anniversary Dinner: there was good cheer, good conversation, and a sunny winter's day for those who sailed home the next day.

Alan Butler



Odyssey III and Saltair settle in to Constitution Dock



Irish Mist, recipient of the Cruise of the Year Award, arrives in the Dock.



TASPORTS staff welcomes CYCT boats, including *Laguli*

A Technocrat at the Sydney Boat Show

Due to some serious mismanagement, I found myself in Sydney on the first day of the 2012 Sydney International Boat Show. I hadn't been to the Boat Show for a few years, so I decided to spend a day there and see what was offer. Here are some notes about a few of the things that I found interesting – most of them are technical, so if you're more interested in sails, sailing or fishing, you might like to skip this bit.

AIS

GME displayed their new AIS receiver and transceiver which are both priced to almost meet the best price you can find on the web. The RRP for the AISRI20 receiver is \$229 and the AIST120 Class B transceiver is \$649 (although the GME rep told me he'd seen them on sale for well under the RRP). Both of these units have NMEA0183, USB and NMEA2000 outputs, so they can be connected to any chart plotter or PC chart software. The AIS transceiver has a gps receiver built in (as they are required to have), but it also has an inbuilt 'patch' antenna. This means that you may not need to mount an external gps antenna if you get good reception inside your boat, say under a GRP side-deck. If you do need an external antenna (which will always give you more reliable performance), there is an external gps antenna in the GME range.

Other AIS Class B transceivers on display included the Icom MA-500TR which is ~\$1350 and includes an inbuilt display and an external gps antenna. When you connect the MA-500TR to an Icom VHF radio, say the IC-M412 (and possibly the IC-M423), you can initiate calls to an AIS target from the AIS unit without having to go through the painful process of keying the other vessel's MMSI into the radio. With the GME equipment (GX600D radio and AIST120), you have to read the target's MMSI from a chart plotter display then key it into the radio. This is best done with a microphone with an alpha-numeric keypad, which is not the standard GX600 microphone (more \$s!).

VHF Antenna Splitter

An antenna splitter enables you to share a single, in most cases existing, VHF antenna between your VHF radio and an AIS receiver or transceiver. The GME AISI20 connects AIS and VHF to the one antenna and has a RRP of \$229. The SPI60 displayed by Vesper Marine enables you to connect VHF, AIS and an AM/FM radio to the one antenna at a RRP of \$330. Both of these units require DC power; the GME draws nearly 1.2 A and the SPI60 about 60 mA. This means the GME splitter draws about 14 W continuously, more than a VHF radio and the AIST120 combined. I'm not sure why it requires so much power, but it is worth noting that if the DC power to the splitter is switched off, the VHF radio is connected to the antenna. So, when you drop the anchor, it might be worth switching off your AIS and the splitter, to reduce your overnight battery drain by 1.3 A. Or buy the more expensive SPI60.

Electronic Charts

I have taken the plunge and subscribed to the AusENC, the 'official electronic charts published by the Australian Hydrographic Service'. This series of vector charts was released at the Boat Show and has been priced to compete favourably with paper charts including a fortnightly update facility. To use these charts, I bought the seaPro

Lite+ chart plotting programme for my laptop. I have been using Software-on-Board for many years, but SoB cannot read the AusENC chart format. The AusENC charts are sold in Port, Coastal, Voyager and (whole of) Australia packs, so that you can buy a small number if your requirements are local. I bought the Coastal Pack CST07, Hobart to Eden, which I thought would do me for a year or so. The cost is \$70 which includes 12 months of updates. This Coastal Pack excludes the NW corner of Tasmania (Burnie to N of Hells Gates, why ??) so if you are planning to do the VDL Circumnavigation Cruise, you should subscribe to the Tasmania Coastal Pack CST08. This pack goes north to Wilsons Prom and includes Deal Island.

If you are heading for the Whitsundays, you will need five Coastal Packs @ \$70 each, or Voyager Pack 4, Port Lincoln (SA) to Claremont Isles (QLD) including Tasmania, costing \$350 for a 12-month licence. Advantages of the Voyager Pack are simpler updating (only one pack to update every fortnight) and that you can actually buy a licence for shorter periods of 3, 6 or 9 months at lesser fees.

The Port Pack for Hobart looks like good value (covers SW Cape to Freycinet for \$20 p.a.) but I haven't seen it and I don't know that it includes all of the large scale detail, especially of the D'Entrecasteaux Channel. More work needed.

Look at the Hydrographic Office web site for more details.

<http://www.hydro.gov.au/seafarer/enc/enc.htm>

Salt Removal

Ian Hughes mentioned this at his presentation on diesel engines in the Mariners Cottage earlier this year, so I had a talk to the Salt-Away people. They sell the *Salt-Away* product which can be used to flush your sea-water engine cooling system, as well as remove salt from fishing gear, the outside of engines and any other equipment which has collected a build-up of salt. See their web site for more details and let me know how effective it is after you try it.

www.salt-away.co.nz

I have brought back a number of catalogues and product sheets, so if you'd like to browse them, let me know. I'm also happy to demonstrate the seaPro Lite+ chart software with the new AusENC charts if you want to try-before-you-buy.

Andrew Boon



A Dodgy Business

The spray dodger on our Doven 30' was fast approaching the point where the next good blow would see it part from the cabin top and disappear to Davy Jones locker. This was lamentable predicament, firstly because we both consider our dodger an essential part of our cruising gear, and secondly, the price of replacement was far above what I considered reasonable, given the aluminium framework was already in place and only the canvas needed renewing.

Not unlike other boat owners, a good proportion of my 'lying awake in bed thinking' time is given over to things nautical and one night during my nocturnal deliberations I hit on the idea of using the existing dodger as a mould for a new fibreglass one. With hindsight, certain folk I am closely associated with would have advised me to roll over, go to sleep and forget the whole idea, but not me. It seemed to me that it would be an interesting project. I had never seen it done before. If successful it would certainly be very strong, reasonably inexpensive and last as long as the boat does. I also liked the idea of keeping the lovely curved canvas shape which is almost impossible to achieve with hard dodgers.

After a period of careful consideration, I decided that the idea was feasible and set about preparing a step by step method by which a satisfactory outcome might be achieved.



The old dodger doing the job ... but not for much longer.

Because the job fits into the 'tricky and fiddly' category, it was important to carefully plan a step by step method. Patience, cleanliness and care were needed as some fibre glassing needed to be done over existing gel coat or paintwork. Almost from the outset I was committed to finishing the job, as a good deal of the old canvas needed to be cut away during the building process. I don't expect my method of construction is the only method possible and every dodger will have its own peculiarities.

The first step I undertook was to lay up a good thick flat band of GRP (fibre glass) at the point where the bottom edge of the old dodger touched the deck, in my case a raised coaming. When finished, the new dodger will be attached to this band and the whole unit will be attached to the deck through the band. Care at this point ensured a good end result. I used lots of masking tape and drop sheets to prevent any adhesion to the decks or spillage.

I decided earlier on that the aluminium frame and the plywood described below would be built into the new dodger, adding strength.

Step two was to stretch the old canvas as tight as possible and also to remove any wrinkles or unevenness from the old dodger. Next I made some 'bog', which is just polyester resin thickened with talcum powder. Everywhere the canvas touched the aluminium tubing inside the dodger, I pressed the bog into the joint and with the back of a spoon making a nice round fillet. After the bog had dried, I laid wide strip of GRP over all the fillets. The structure now had a good rigidity.

As I wanted to replace my old plastic clears with 3mm tinted acrylic windows, consideration now had to be given to the fact that unlike the old clears, the new acrylic will only bend in one plane. I found the best way to tackle this problem was to set up 3 pieces of thin plywood, available as door skins at a building seconds outlet, over the top of my clears. These were fixed to the outside of the old dodger, one to accommodate the central front window and the other two for the side windows, shaped so that the top edges just touched the aluminium framework at the top and rested on the band at the bottom.

At this stage I cut and fitted 2 short lengths of 40mm PVC tube which also fitted vertically between the top aluminium frame and the band and glued these into place. These form a rigid support for the front of the dodger and also give a 'soft' corner to which the edges of the 3 pieces of plywood can be attached. The plywood was now attached to the aluminium frame with cable ties, or anything that fell to hand. My bends were fairly tight so I used plenty.

Next the entire canvas front was cut away with a trimming knife from the inside and more bog applied everywhere the plywood came into contact with the band and the 40mm PVC tubing. These joins were also covered with a strip of GRP after the bog had dried. With some



bracing attached where required (PVC tube is great as it is compatible with GRP and epoxy glue) the entire dodger was ready to be removed from the boat and taken to a place where the rest of the work could be completed. It was important that the dodger be kept rigid at this stage as any movement now would upset the

final fitting. Because polyester resin adheres well to the woven underside of the canvas I laid up the inside first. I applied about 4 layers of medium thickness mat, cutting it carefully to the correct shape to save wastage. There was no need to laminate over the areas where the windows would later be fitted. A sander made quick work of removing the outside canvas once the inside was dry and the dodger had been turned over. The same GRP layup was applied to the outside.

Both inside and outside were then sanded and faired. Careful and precise work in the early stages made sanding and fairing much quicker and easier at this later stage. I also found that cutting out the apertures for the windows before sanding gave me better access to some areas on the inside which could now be reached through the holes. After cutting the apertures for the window, the exposed edges of the plywood need to be treated. I scraped a little plywood out with a trimming knife and filled it with GRP.

The 3mm tinted acrylic is readily available in Hobart and is easy to cut with a jig saw. Careful cutting and a liberal smearing of sealer resulted in a neat job. 4mm. dome head s/s metal threads, spaced at about 75 mm centres were used to attach the windows to the frame. I drilled the holes in the acrylic out to 6mm to allow for expansion, which is considerable, especially on a hot day. A nice clean result is easy to obtain if the backing paper is left on the glass until the sealant is dry. Masking tape protected the newly painted exterior from excess sealant. The temptation to over tighten the screws must be avoided as this will crack the acrylic. I also painted a black band under the windows to hide the sealant.

As the new dodger will be an exact representation of the old canvas one, I didn't find it necessary to achieve a mirror finish, at least not on the outside. Wiring for lights and solar panels was hidden inside the tubing during construction.

Because a great deal of care was taken at the outset, fitting the dodger to the boat was fairly straight forward. Ours was only screwed down in strategic places, or where access was possible. When fully fastened down, a small bead of sealant was inserted into the join. I resisted the temptation to fill the join as it would be very difficult to remove the dodger if ever it was necessary. Provision will need to be made for any control lines which will need to pass through the bottom edge of the dodger. In my case I have 8 control lines. I overcame this by boring holes in the appropriate places (after fitting the dodger). The job looked more professional by gluing short PVC tubes into the holes and running the lines through them.

I found that my two small solar panels were now very easy to refit as I now have a hard surface to which I can attach items by gluing.

I am more than happy with the result. It was daunting at first and quite a fiddly job but the result is wonderful. No worries now about holding onto the dodger in heavy weather or using it as a handhold when stepping down into the cockpit. No more leaks and lovely a clear view ahead. The entire project cost around \$600.

It is worth mentioning that this is a job best done in the summertime or in a warm environment. The same 500ml. of flow coat which I barely had time to roll on in the summertime before it went hard in the bucket, even with extra hardener and heaters on took up to 3 days to dry on a cold winters day.

I have since helped build a second solid GRP dodger for the owners of a Beneteau First 41.7 who are circumnavigating North to South. They are also thrilled with the result. If you feel you have the skills to tackle a solid dodger for your boat, I'd be pleased to get you started.

Hans van Tuil



The finished product

An advertisement for Mermaid Café. The background is a photograph of a marina with several sailboats docked at a pier. The text is overlaid on the bottom half of the image.

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

GOING ABOUT

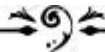
Miscellany of items from near and far that may be of interest to CYCT members

Channel Heritage Museum

This new Museum, dedicated to preserving the history of the D'Entrecasteaux Channel, is now open on the south side of Margate and is well-worth a visit. Amongst the extensive and very professional displays are photos, artefacts and information about the boats of this area and the memorable characters who manned them. The tour begins with the voyages of D'Entrecasteaux and other early explorers then chronicles the trading vessels, the various fisheries and the Bruny island ferries. Boatbuilding activities in the Channel are also remembered.

The Museum is laid out as a circular tour and covers schools, churches, sporting clubs, agricultural industries and commerce. There's a very interesting section on the achievements of Dutch immigrants and a notable camera collection. To cap off this absorbing museum, there is a bright, sunny café with good coffee and home-baked goodies.

The whole complex is a great achievement by a very hard-working group of volunteers and the result is a real gem.



International Lighthouse and Lightship Weekend 2012

One weekend every August, amateur radio operators set up their transmitting equipment at lighthouses around the world and attempt to communicate with each other. It also coincides with International Lighthouse Day. Most communications are done on the HF radio bands, with the official event starting at 0001 GMT (1001 local time) on Saturday 18th August and lasting for 48 hours. Some of the lighthouses require significant effort to reach, involving boats, planes or 4WD vehicles and walking. Others are on sealed roads in populated areas. At some lighthouses, the operators had comfortable quarters while at others they were out in the weather alongside the light towers.

See <http://illw.net/> for more details on the ILLW.

In Tasmania this year, amateur radio operators went to Sandy Cape, Bluff Hill Point, Currie (King Is), Table Cape, Mersey Bluff, Low Head, Eddystone Point, Tasman Island,

Iron Pot Island and Cape Bruny. Several CYCT members were involved with the Tasman Island and Iron Pot Island events.

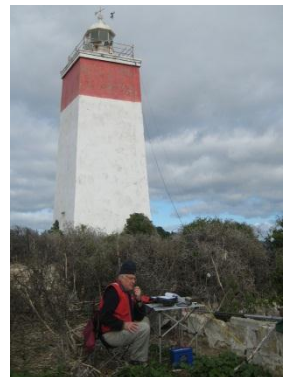
Friends of Tasman Island (FoTI) organised a working bee to coincide with the ILLW. The plan was to fly to the Island on Saturday morning but strong winds delayed the trip until Sunday morning. Erika Shankley was the team leader and Chris Creese was the works supervisor for the working bee. No surprises there as Erika and Chris are stalwarts of FoTI. In their party also was Lyndon O'Grady from AMSA, who arranged for access to the light tower, Mike Jenner, an amateur radio operator who was a light-keeper in the 1970s and Ann Landers, Mike's first wife and also an amateur radio operator. Both Mike (VK7FB) and Ann (VK7BYL) had operated an amateur radio station from Tasman Island during Mike's term as a keeper. With access to the light tower, they managed to re-install a similar type of antenna to the one they used many years ago, stretching from a bed-room in Quarters 1 (the cottage closest to the tower) up to the railing at the top of the tower.

On Sunday morning, *Reflections* sailed down to the Iron Pot and anchored 100 m or so from the Island. We went ashore in the rubber ducky with a couple of backpacks of radio equipment along with a car battery, table and chair. We had a temporary antenna ready to erect but found that there was a wire stretching from the top of the light tower to the ground, so we coupled to that wire and found that it made quite a satisfactory HF antenna (rather like a backstay!). For about 3 hours, we communicated with other amateur radio operators, most of them at Australian lighthouses, on the 7 MHz band. When the Tasman Island crew got set up (just after noon) we had a chat to them. One of the more interesting contacts we had was with an amateur station on board the Cape Don, ex- lightstation tender, which is moored near Bald Head, Sydney.

Listeners to Chris Wisby's Sunday morning programme on ABC Local Radio might have heard Chris interviewing Ray Smith at Low Head, me at the Iron Pot, Erika on Tasman Island and Tony Hemling on King Island. Part of my discussion with Chris was about my great-great-grandfather, Capt. Henry Boon, who spent 13 years as Head Keeper of the Derwent Light ('Iron Pot') up to 1913. Capt Henry was also a keeper at Eddystone Point and on Goose Island, so I've got a couple of other places to look for his footsteps on the ILLW in future years!

Andrew Boon VK7AW

Reflections





ABLE MARINE

Angelo Perry & Sam Gregg

Boat Construction & Repairs
Fibre-Glassing & Spray Painting

0429 174168 or 0418 301929

Ferry Rd Kettering - under the Lighthouse

CRUISE IN COMFORT THIS WINTER

ABLE MARINE are Tasmanian agents for



Enjoy warm, dry air ducted quietly through the boat
See Angelo and Sam for a no-obligation quote

NJM MARINE

ABN 70 439 342 778

Norton Makepeace

0414 014 752

- Marine Electronic Installations & Sales of All Major Brands
- General Marine Wiring • 12v | 24v
- Full Insurance

njmmarine@gmail.com

37th Annual General Meeting of the
Cruising Yacht Club of Tasmania Inc

To be held on 4 September 2012 at the Derwent Sailing Squadron

AGENDA

1. Opening

Scheduled for 8:00pm.

2. Attendance

Members are asked to register their attendance on the sheet.

3. Apologies

4. Minutes of the 36th AGM

The minutes of the previous AGM have been published in *Albatross*

5. Business arising from those minutes.

6. Awards

Presentation of Club awards.

7. Treasurer's Report and Auditor's Report

8. Appointment of Honorary Auditor

9. Commodore's Report

10. Election of Office bearers

The following positions are to be declared vacant at the meeting, and re-filled by election:

Commodore
Vice-Commodore
Rear Commodore
Treasurer
Secretary
Editor
Membership Officer
Webmaster
Committee (1)
Committee (2)
Warden

11. Any other business**12. Close**

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief, and the rest of the evening devoted to socialising.

**6TH 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.

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

Cruising Yacht Club of Tasmania Inc

General Meeting held at the Derwent Sailing Squadron
on 7 August 2012

1. **Opening**

Commodore Chris Palmer opened the meeting at 8:05 pm

2. **Attendance**

Thirty-nine members registered their attendance, there were seven apologies and no visitors and guests.

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

The minutes of the previous meeting held on 3 July 2012 were confirmed and signed.

4. **Business arising from those minutes.**

There were none.

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

The Commodore welcomed Mark and Marsha Stranger, *Helsal IV*, to the Club and presented their burgee. They introduced themselves and their boat.

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

Lew noted that this will be his last general meeting as V-C. He thanked members for the pleasures and challenges of being a Vice Commodore, and noted a number of achievements:

The Quarantine Jetty BBQ site development has been rekindled and we now also run a major interclub event. The date of this Queen's Birthday w/e activity has been given to other yacht clubs for their calendar. The mooring at Nubeena will continue to provide a safe distant CYCT Storm Bay refuge.

Lew commented that the changing needs of both the new and old CYCT members and the whole cruising community, is an important part of our agenda. The mutual fellowship, support and possible integration/association with other clubs in the promotion of cruising and better facilities will assume more importance. He urged members to give the committee ideas of what they want.

He hoped that the next Vice Commodore will get as much pleasure from their role as he has.

Cruises

There were no reports received of **past cruises**.

Future cruises

The famous 'Pipe Opener', Friday 21st- 23rd September conducted by the DSS and the Huon Yacht Club. Notice of Race and entry forms from the Derwent Sailing Squadron, www.dssinc.org.au

Opening Day for all clubs Saturday 6th October 2012. Dress your vessel in its finest flags for the sail past and then raft up for a good launch into the aquatic social side. But try to avoid having three sheets to the wind!

7. Rear Commodore's report – Margaret Jones

Margaret advised that next meeting is the AGM, with the usual dining before, socialising after the formal meeting, and she assured us that supper would be available, not locked in the fridge. The Wooden Boat Festival will be in February, and for the Sunday evening, the DSS BBQ area has been booked to share with CCCA and other visitors. Arrangements for the Xmas BBQ TBA. July next year, a mid winter BBQ is planned at the Waterworks. Finally, there are some vacancies (9 +) for the annual dinner August 11th.

8. Treasurer's Report – Wayne McNeice

The treasurer was unable to attend but sent a written report on income and expenditure year to date, which is attached to the official copy of the minutes.

9. Editor's Report – Kim Brewer

The usual begging ...

10. Marine Life Watch

Alan Butler reported that he has received one data sheet so far and called for more - directly at meetings, or by email. There are southern right whales about at present, in the Channel and to the east of Bruny Island.

11. Forums – Alan Gifford

Alan reported that the VHF session in the winter series has been postponed, otherwise the winter series is going well. Next session will be on Tues 21st-Matt Orwell on radar and chartplotters. On the 28th Women on Boats continues; there are 15-18 attendees each time and the group is happy to welcome new participants at any time. On Sept 18 the topic will be "cheap & cheerful preparations for summer", led by Margaret & Kim.

12. Commodore – Chris Palmer

Anniversary Dinner – Chris confirmed arrangements for Constitution Dock, and that there will be gluhwein aboard one or more boats before the dinner, which is at 6 for 6:30 pm.

The **New Members' Night** was a successful and well-attended evening at Mariners Cottage.

CYCT stand at the **Australian Wooden Boat Festival** (next February) – Commodore asked for Volunteers to take this on as a project

- Layout and content of stand
- Get photos etc for decoration
- Organise volunteers

AGM next month. Nominations were still required for:

- Vice Commodore
- Rear Commodore
- Secretary
- Editor

Commodore urged members to consider nominating for these key positions. New members are entirely appropriate; you don't have to be an old hand. Present committee members will be glad to help you ease into the roles, and creative ideas for sharing these roles could also be discussed. Cut-off date for nominations is August 25th.

13. Other business

There was none.

14. Guest Speaker:

Margaret Jones introduced Colin Denny, who is (amongst many other things) President of the Maritime Museum of Tasmania. He spoke on "Carrier pigeon communication: The homing birds of the Lighthouse Service". There is an article on this topic in 40S magazine. Pigeons have been used for communication for thousands of years, notably by Julius Caesar and Genghis Kahn, in the Franco-Prussian war, and in both World Wars. They were first used for lighthouse communications at Ailsa Craig (Scotland) in the 1890s. Their use for Tasmanian lighthouses was particularly challenging for the pigeons; Colin described some successes and some tragedies. The use of radios was established from the 1930s.

Finally, Colin gave a brief account of his visit to Murmansk and Archangel, showing a picture of a beautiful lighthouse on top of a church, which had a sordid history from the Stalinist era.

Margaret thanked Colin for a most interesting talk.

15. Next meeting

The AGM, September 4th at DSS.

16. Close

Meeting closed at about 10 pm.



**240-BERTH FLOATING MARINA
25-TONNE TRAVELIFT NOW OPERATING
ALL ASSOCIATED SERVICES ON-SITE**

7 Ferry Rd., Kettering
www.oystercovemarina.com.au
admin@oystercovemarina.com.au
Phone: 6267 4418

Oyster Cove Marina travelift is now operating smoothly and making haulouts a very controlled and swift procedure. The old slipway will continue to operate in parallel for a few months more and then that space will be filled to create new marina facilities.

The travelift is a rather interesting arrangement. In most marinas, the bay is excavated into the land and the vehicle drives out to straddle the slot and pick up the boat. At Oyster Cove the travelift drives out onto tracks on piles, with floating pontoons underneath. This means that the yard bosuns taking your lines have good control and it allows anyone standing on the pontoon to get a very different perspective as their boat is lifted above their head!





OYSTER COVE CHANDLERY

THE BEST STOCKED LITTLE CHANDLERY IN SOUTHERN TASSIE. WHAT WE HAVEN'T GOT, WE WILL GET SOON!

COMPETITIVE PRICES — 10% DISCOUNT ON MOST CHANDLERY TO CYCT MEMBERS

ICE FUEL BERTH GAS

OYSTER COVE MARINA
PO Box 47
Kettering, Tasmania 7155

Telephone: (03) 6267 4300
Mobile: 0411 419 299
Facsimile: (03) 6267 4876


Email: oystercovechandlery@bigpond.com



Island Mooring *Tasmania*


Island Mooring Tasmania

We provide short and long-term mooring facilities around the State for all types of craft, as well as offering mooring maintenance and a Cruising Route within the D'Entrecasteaux Channel.

 www.islandmooring.com

Island Shacks Tasmania

Simply and comfortably furnished and with superb beachfront positioning and views, our Island Shacks make ideal getaways for individuals, couples and families. Email info@islandshacks.com

 www.islandshacks.com

For more info, please call Wes on 0419 322 978 or email hello@islandmooring.com



JVD Drysdale
ENGINEERING

Slipping Painting Repairs Fabrication

Margate Marina Park Slip Yard

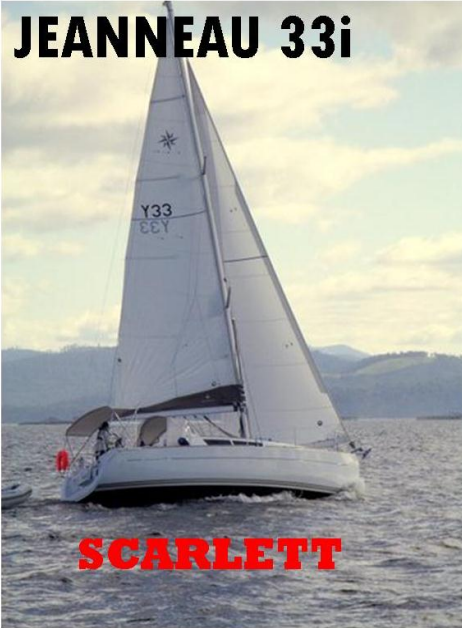
Slipping, Lift Capacity, 18 Tonne Crane, Licensed Operators

- **Grit Blasting**
- **Antifouling of all Vessels**
- **Painting**
- **Accredited Prop Speed Applicators**
- **Prop Shaft Repairs & Maintenance**
- **Stainless Steel Ladders & Railing**
- **Repairs & New Construction**
- **Steel Boat Hull Repairs**
- **Fabrication and Refurbishment of Vessels**

Contact Justin to arrange an estimate or quote for all your vessels maintenance & repairs, all available in a single location with the convenience of one bill.

Phone: 0448 971 405

**Email: Justin.drysdale@bigpond.com
www.drysdaleeng.com.au**



FANTASTIC OPPORTUNITY!!

- Less than a year old, still under warranty and in immaculate condition
- Designed for simple two-handed sailing, with single-line mainsail reefing
- Two double cabins
- Includes new inflatable and outboard
- Save thousands on new price

\$165,000

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
 Ph: 1300 288 007

