

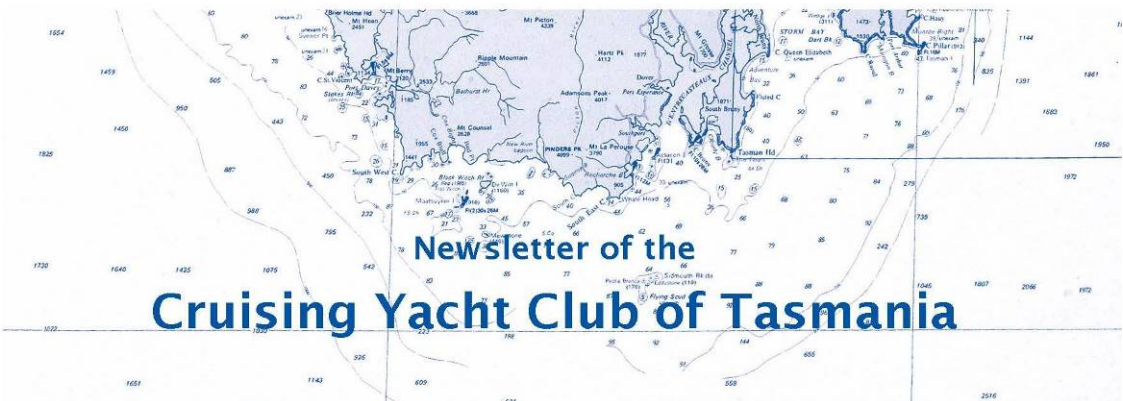
Albatross

Volume 39 No 8 September 2013



Club boats in Constitution dock for the CYCT Anniversary dinner

Photo: Gus Vans-Colina



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		
Alan Gifford	H 0447 250 945	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Alan Butler	H 0457 000 434	
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Bryan Walpole	H 6224 8815	<i>Merlyn</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.....	2
Editorial	3
Commodore’s Report	4
Vice Commodore’s Report	5
Rear Commodore’s Report	7
New Member’s Dinner	9
Introducing New Members.....	12
Recollections of Quarantine Station	14
Anniversary Dinner – Gathering in Constitution Dock	15
Photo Competition Winners	17
<i>Star’s Pacific Odyssey</i>	20
GOING ABOUT	24
Ten Rules for Heavy Weather Sailing	25
Recipe – Chorizo and Bean Stew.....	27
38 th Annual General Meeting Agenda	28
37 TH Annual General Meeting Minutes	29
August General Meeting Minutes.....	31

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 3 rd	Annual General Meeting @ DSS at 8pm No Speaker
Wed 4 th	Committee meeting @ Mariner's Cottage 7:30pm
Sat/Sun 7 th - 8 th	Day or O/N cruise to Cornelian Bay area
Tues 17 th	Women on Boats @ DSS 5:30pm
Fri/Sat 20 th -21 st	Welcome flotilla to meet the Tall Ships Hobart - details to be emailed to members
<u>OCTOBER</u>	
Tues 1 st	General Meeting @ DSS at 8pm Speaker: Stewart Grey, North Sails, "Life as a professional sailor"
Wed 2 nd	Committee meeting @ Mariner's Cottage 7:30pm
Sat/Sun 12 th -13 th	Day or O/N cruise to Killora Bay/NW Bay area
Tues 15 th	Women on Boats @ DSS 5:30pm
Sat/Sun 26 th -27 th	Day or O/N cruise to Ralphs Bay

Visit www.cyct.org.au and click on the Calendar tab for more info 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



One low after another rolls past. A high pressure system sits tantalisingly off WA, but disappears somewhere over the mainland. I've got the BOM marine forecast page bookmarked and dutifully check it twice a day. Will we ever get away again? We've been planning a circumnavigation of the Tasman peninsula since June, but winter weather has kept us close to home. No matter, there's plenty to do around the house and there are always boat chores. Maybe next week it will be calmer.

You may notice that this month's Albatross is a bit on the thin side. Ok, it's winter, but isn't this a great time to be creative, draft a poem, write up that DIY project, jot down some tips or notes on that anchorage you enjoyed last summer, troll through photos from that last cruise, submit your favourite cruising recipe, or whatever. Please help keep the Albatross interesting! I've jotted down a few guidelines for writing which you'll find further on in the issue.

I'd like to say thank you to all who participated in the CYCT Photo Competition, to Bill Wright for judging the photos and to Nant Distillery for the prize of a bottle of whiskey. While I was a bit embarrassed and a very surprised to win, I can attest to the quality of the whiskey, so I'll take this opportunity to remind readers that another bottle of Nant whiskey will be awarded to the best contribution to the Albatross for the year!

Jackie

PS - I came across the following brain-teaser the other day. Can you follow it? As an editor, it makes me wonder - why do I bother correcting spelling and grammar?!

7H15 M3554G3 53RV35 7O PR0V3 H0W 0UR M1ND5 C4N D0
4M4Z1NG 7H1NG5! 1MPR3551V3 7H1NG5!

1N 7H3 B3G1NN1NG 17 WA5 H4RD BU7 N0W, 0N 7H15 LIN3
YOUR M1ND 1S R34D1NG 17 4U70M471C4LLY W17H 0U7 3V3N
7H1NK1NG 4B0U7 17, B3 PROUD! ONLY C3R741N P30PL3 C4N
R3AD 7H15.

4ND YOU C\$N B3 4 B4D 5P3LL3R 4ND N0 1 C4N 73LL!

Commodore's Report



Mariners Cottage

There has been no further progress since my email to members of 16th August in which I advised that we are unlikely to have legal grounds to fight the decision of National Trust to not renew our licence to use the Cottage. A letter has gone to the Chair of National Trust seeking a meeting with their Board so we may put our case, but the committee are embarking on a search for alternative premises. My thanks to those members who have suggested properties that may be worth chasing up. Keep them coming! We will definitely have a 'Goodbye to the Cottage' function when we have decided on the date we will quit the premises.

Southern Tasmania Cruising Guide

It appears that TasMap is running out of copies of the Guide and rather than reprint, they are keen to produce a new, updated edition that covers the Tasman Peninsular and the East Coast to Wineglass Bay. As the providers of all the content except the maps/charts this presents CYCT with a bit of a challenge, but we have organised a small group to get stuck into this.

If you have any notes or comments about any of the anchorages in the current Guide or in the area to be included in the next edition, please let us have them. You can either go to the CYCT website and click on 'Guide Updates' or email cst@cyct.org.au.

Annual General Meeting

To be held on 3rd September at 8.00pm at DSS, this is the event that sees the Committee chosen for next year. We are still looking for more people to ensure we have a full complement. You don't have to be an old sea dog or a long term CYCT member. Enthusiasm and commitment are the two biggest attributes. Why not dig out last month's 'Albatross' and complete the nomination form? Feel free to contact me if you would like to chat about your possible involvement – 0402 118 548.

Goodbye

This is my last report for 'Albatross' as Commodore. It has been both a privilege and a great pleasure to have had this responsibility over the last three years. But whatever has been achieved during that time – and I think we can point to a number of things – has only been possible thanks to the hard work and dedication of your Committee as a whole. My heartfelt thanks to all who served on the Committee over that time.

See you on the water!
Chris Palmer

Vice Commodore's Report



What are the qualities possessed of a great skipper? Writing in 1953, Alan Villiers in *Cutty Sark Last of a Glorious Era* offers some perceptive observations. The *Cutty Sark* was one of the last of the great clipper ships, a square rigger plying between Europe and the Far East (China) and between Europe and Australia. She was a fast, serious challenger of the record holder *Thermopylae* which in 1867 completed the London to Melbourne run in sixty five days. The command of such powerful ships was not for the faint-hearted. Captains required extraordinary qualities that were soon to be lost

as the inexorable shift away from sail to steam power gained momentum.

Capt. George Moodie was the first and arguably the greatest master of the *Cutty Sark*. In 1872 Moodie resigned his command and reflecting on Moodie's time as Master, Villiers wrote of this rare breed of captain and of Moodie in particular:

“Consummate seamanship, magnificent leadership, iron nerves, an equable temperament and the ability to go without sleep for days on end and with insufficient rest for months, perfect judgment of wind and gear and weather and sea, mastery of a huge mass of sailing-lore painfully acquired (often its very acquisition would break down skippers), the ability to withstand temptation of all sorts, especially of the bottle – these were only a few of the necessary qualities. A great ... captain had to have the feeling of a magnificent conductor, the brain of a tank general, infinite practical ability, unquestionable power of command and the body of an ox.”

Somehow, a Saturday afternoon sail down the Channel doesn't quite cut it.

But of course, for every great sea captain of this legendary era of sail there were many who failed to meet these standards. And, although most of us will never command massive ships under sail on global voyages, sailing continues to draw from those of us who go to sea in boats, qualities that set us apart from those for whom the challenges of the sea are rejected or denied.

Working Group on the Sewage Discharge from Vessels.

The [Environment Protection Authority Tasmania](#) has selected nominations from interested groups and organizations for membership of this Working Group. The CYCT is represented by the Vice Commodore.

The initial meeting held on Friday 23rd August 2013 addressed risk-based approaches to sewerage discharge from commercial and non-commercial vessels. It is intended to manage the issue with arrangements that are simple, effective and least restrictive.

Consideration to management measures adopted elsewhere in Australia is an important element in the process. The Albatross will keep you informed as the meetings progress but it is fair to say, this is a murky issue which might require in time, changes to on board vessel management practices and possibly, the provision of specific equipment. Your thoughts on the subject are invited and welcomed. Please send them in brief emails to the Vice Commodore at committee@lists.cyct.org.au

Spring Cruising Programme

Ahead of the publication of the 2013-2014 Cruising Calendar, the following shake-down cruises have been planned for September –October. Members will be contacted by email with final arrangements during the week prior to each cruise. Likely weather conditions will be known at that time.

Weekend September 7th – 8th Day or overnight cruise to Cornelian Bay/Shag Bay/Geilston Bay/Dog Shear Pt/Cadbury Pt.

Friday – Saturday September 20th – 21st Welcome flotilla to meet the Tall Ships.

Weekend October 12th – 13th Day or overnight cruise to Killora Bay/ North West Bay (Snug Bay/ Howden?)

Weekend October 26th – 27th Day or overnight cruise to Ralphs Bay.

Alan

What doesn't belong here?



Rear Commodore's Report



Annual Dinner

A very enthusiastic response to the Annual Dinner invitation saw 14 boats parade under the bridge into Constitution Dock and 84 members crowd out the Theatre Royal Hotel.

It was especially pleasing that so many members took the opportunity to use Con Dock, demonstrating that it is still a popular facility that should remain available for locals for short-term use.

Hopefully Tasports takes note! Thanks to Kerry Williams and Kim Bamford for being on shore to take lines. Even with the three biggest Club motor yachts (*Easting Down*, *Westwind* and *Serenade*) entering the close confines in tight order, everyone efficiently and quietly moored and helped neighbours in a display of good seamanship.

The change to the past tradition of sharing mulled wine on boats meant that everyone could partake at the hotel bar (Albert Ross knows the names of those who got thoroughly "mulled" - celebrating on board, then making it up the hill for a second glass!).

Jackie Zanetti and Alex Papij beautifully prepared the 21 entries in the photo competition which welcomed guests into the hotel. They helped set the mood for the evening and now that the standard is set, I hope you will be looking for photo opportunities to compete next year. The judging, by Bill Wright (a retired professional photographer) was completely "blind" so it was purely on merit that Jackie took out first place. Lew Garnham won the People's Choice award.

Also recognised on the night was Yvonne Trevaskis, for the inspiring effort she has made in buying and single-handing her yacht "Scarlett". David Tanner was presented with the "Cruise of the Year" trophy in recognition of his eventful passage to New Zealand and mention was made of his crew's efforts in recovering from a 360° roll and limping on to Opuā.

To have Robert Pennicott as guest speaker was an honour and proved to be a great choice. Rob was a riveting speaker who carried his audience along effortlessly as he recounted his life story, took us on a whirlwind circumnavigation of Australia by RIB and outlined why he set up a charitable foundation and donates up to 25% of his profits to charitable and conservation causes. His love for Tasmania is evident and his passion for the environment inspiring.

Thanks to all who helped prepare for this night, especially Vice Commodore Alan Gifford and Past Rear Commodore Margaret Jones.

September Meeting AGM

As usual, there will be no guest speaker at the September Annual General Meeting. Dinner will be available beforehand. Please RSVP to rearcommadore@cyct.org.au

Kim

Guidelines for Contributions to the Albatross

The Albatross thrives on members contributions and we welcome them. Below are a few guidelines to keep in mind when preparing items for the Albatross. Please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

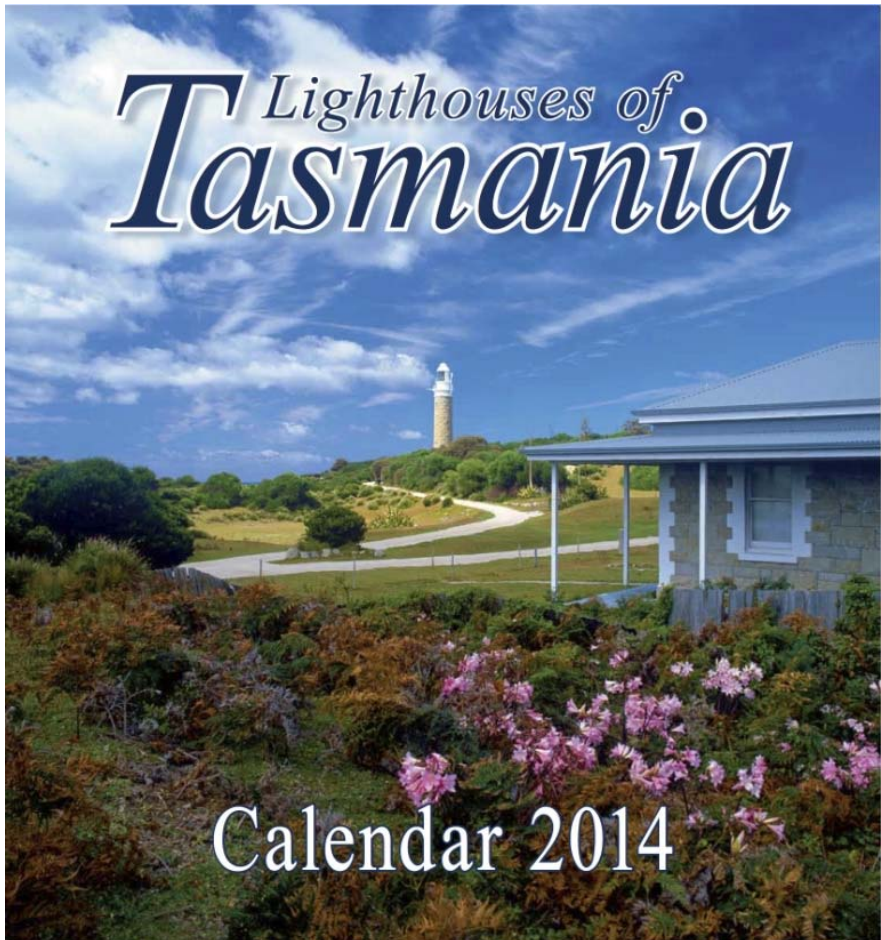
- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, not in “inverted commas” or CAPITALISED.
- Photographs should be in .jpg format, about 200dpi. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no Albatross in January).

New Member's Dinner

On 16th August, the CYCT committee hosted an informal dinner at the Mariner's Cottage for new members who joined the club in 2012 - 13. It was a great opportunity to get to know some of our new members and enjoy the cottage. Nice to see the blokes washing up for a change!



Spectacular
Lighthouses of Tasmania Calendar
an all Tasmanian production -



*"I can think of no other edifice constructed by man as altruistic as a lighthouse.
They were built only to serve."*

George Bernard Shaw

Lighthouses would not exist today if they didn't serve a compelling practical purpose and despite modern technology, lighthouses are still relevant in modern times. They keep watch, albeit automatically, their majestic towers located in remote places of incredible beauty or amid the hustle and bustle of busy harbours.

These unique and spectacular structures are once again celebrated. The latest edition of the Lighthouses of Tasmania calendar features stunning photographs of some of our iconic lighthouses. The images, donated by both professional and amateur photographers, include Australia's most southerly lighthouse at Maatsuyker Island and the iconic Tasman Island lighthouse, much loved by sailors in the Sydney Hobart Yacht Race.

As an island State, Tasmanian lighthouses are especially important and the calendar serves as a reminder of a bygone era when ships sailed the seas without the navigational aids we have today. The calendar also includes superb photographs of lighthouses at Cape Bruny, Eddystone Point, Low Head, Mersey Bluff, Table Cape, Point Home Lookout, Rocky Cape and Macquarie Harbour's Bonnet and Entrance Islands and features historic photographs of the lighthouse at Cape Rochon on Three Hummock Island, destroyed in a bushfire in 1963.

Working in partnership with the Tasmanian Parks and Wildlife Service, the Friends of Tasman Island are a group of dedicated volunteers, carrying out many hundreds of hours of work each year towards the restoration and preservation of the natural and cultural heritage of Tasman Island.

The 2014 calendar, the 8th in the series produced by the Friends of Tasman Island, is an all Tasmanian production - published by Tasmania 40° South and printed by Mercury Walch. Thanks to sponsorship from the Cascade Brewery Company, Australian Maritime Systems and Wildcare Inc, the Lighthouses of Tasmania calendar is a major fundraiser.

Now a collectors' item, the 2014 calendar is available in selected book shops, newsagents and other local stores round the State. Or you can place your order by emailing friendsoftasmanisland@gmail.com. For only \$20 + postage you can purchase this superb, limited edition calendar and know that you are helping to support ongoing work on Tasman Island.

Also available at CYCT meetings or by contacting Erika at 62233510 or erika.shankley@gmail.com

Erika Shankley

Friends of Tasman Island

WELCOME NEW MEMBERS

Narissa Bax
(No boat as yet)

Peter Kensett
CRIES 'N WHISPERS

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 New Members

Jo Topp (new member in August)

I migrated down to Hobart from Melbourne in February this year and am pleased to have the opportunity to get to know other "Yachties" and to improve on my skills through "Women on Boats". My experience is very limited and I am very keen to add to it! When I was a young thing my husband and I owned a Hartley 18 "Florin" and we did some sailing around Port Phillip Bay and on "The Lakes" in Gippsland. More recently I have crewed around Port Phillip Bay for my partner Chris who has a 8m aluminium sloop - Bess. have also been to Hamilton Race Week three times, again on someone else's yacht, *Pippin*, a Farr 37 which spent some years racing out of Hobart. I just loved that; seeing lots of amazing boats and getting to see some really beautiful parts of the Whitsunday's while racing. We were pretty slow usually close to last, so had ample opportunity to view the scenery! Bess is now berthed at Deep Bay near our new home and I am really looking forward to exploring the area on Bess.

Ted Cutlan and Joy Stones (new members in August)

We have only come to sailing recently upon retirement, but we have had a long association with boats. Joy remembers helping her father to fibreglass the bottom of a Huon pine dinghy (sacrilege) and then rolling it down York Street on inflatable boat rollers

to launch it at Kangaroo Bay. My first boat was a ten foot, home made plywood dinghy with a four hp seagull outboard which was used every day after school and paid for by doing a paper run.

When Joy and I first met Joy was teaching and I was a fisherman, catching crays on the west coast. We enjoyed the early years and even spent the week of our honeymoon south of Port Davey with wonderful weather working around the East Pyramids.

For six months we even lived on board our forty three foot boat *Alladin* (Note the incorrect spelling. She was registered as a British ship and so the name could not be corrected easily). Unfortunately the eighteen percent interest rates of the late eighties forced us out of fishing and we both headed into a life of plants and gardens and nurseries. Having now all but retired we have set out on a new adventure with *Parhelion*, a 39 foot Roberts motorsailer, and at this point I must thank Kim Brewer and Tony for their fantastic help along the way.



Parhelion

We have a lot to learn about sailing but hope to visit Port Davey again soon and up to Flinders Island. One issue is that I am still working occasionally for an abalone diver and the good weather for fishing is also the best time to go sailing. You can't have your cake etc. We have just returned from an eight week camping trip on the mainland and have a renewed appreciation of how good our waterways are and how lucky we are. Can't wait to get out on the water.

Recollections of Quarantine Station

Last month Albatross reported that Friends of Bruny Island Quarantine Station have had a successful application to MAST for a floating pontoon to be installed at the old jetty site. Keith Wells wrote in with some of his recollections about the Station:

The photo shows Sea Scout Patrol Leader Keith Wells (bottom right) relaxing on the shingle beach at the foot of the Pilot Station, Pierson's Point while waiting for a tow across wild NW Bay en route to his first camp on the Quarantine Station at Barnes Bay in 1949. It was blowing much too hard for us to make any headway rowing the gig Bass across NW Bay.



I well remember the old jetty pictured in the August Albatross. Particularly, as a crate of Abbots' Cordials was dropped overboard at the outer LH corner of the jetty! Far too deep to duck-dive to retrieve it!!!!!!



1949 Sea Scout Camp at Quarantine Station

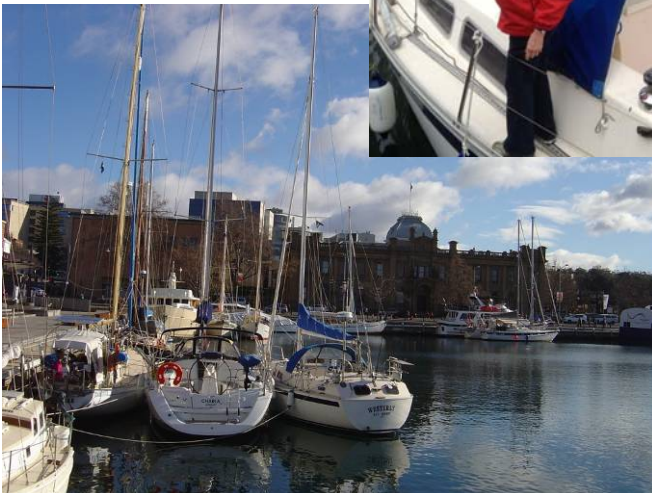
Anniversary Dinner – Gathering in Constitution Dock



Juliet & crew



Westerly



Serida, Chaika, Westerly



Meridian



Saltair, Honeywind

Photo Competition Winners

The CYCT Photograph of the Year competition was judged by Bill Wright, retired professional photographer. There were 21 excellent entries which Bill reviewed without knowing the identity of the photographers. The winner received a bottle of fine Nant Whiskey.

In addition, members and guests attending the Anniversary Dinner had the opportunity to view all the photographs and vote for their favourite photograph. The winner of the Member's Choice was awarded a gift voucher to Oyster Cove Chandlery.

The winners of the Photograph of the Year and Member's Choice awards are on the following pages. Enjoy them in full technicolour!

On the historic Nant Estate (circa 1821), located in the mystic Central Highlands of Tasmania, Nant Distilling Company produces Australia's only Highland Single Malt Whisky.

Nant Whisky is made using Tasmanian brewers barley and pristine water sourced from the Clyde River. It is these outstanding elements that have provided Nant international recognition, being rated as one of the top 50 whiskies in the world for 2012 in the prestigious Jim Murray Whisky Bible.

Nant is proud to support the Cruising Yacht Club of Tasmania, and we look forward to hosting you at the Nant Estate, or in one of our Nant Whisky Cellar & Bar venues located around Australia.

To order your very own bottle of Nant Single Malt Tasmanian Whisky, or for more information on Nant, please visit us at www.nant.com.au, or call us on 1800 SINGLE MALT (746453).





Winner, Photo of the Year "Misty Dawn, Duck Pond" Jackie Zanetti



Winner, Member's Choice Photo "Maratsuyker off West Coast" Lew Garnham

(Ed. – Readers will recall that last month David shared his story of coping with a 360° rollover in a massive storm on the way to New Zealand. This month covers the aftermath!)

PART 2 - BATTLING THE INSURANCE BEAST

As we were approaching Opuā, I gave notice of a claim to our insurance company. Their initial response was that we were not covered, which was a shock to say the least!

Before departing Tasmania, I had submitted an application to the insurance company for bluewater cover. They insisted on a new survey report before they would proceed with this application, even though the existing survey was less than two years old. Chris Wells had carried out a survey when *Star* was slipped at Kettering in preparation for the voyage, but I had not yet received his report.

When it came time to leave, I rang the insurance company to see if they would give me a cover note for a few days until the survey report was received, but they declined my request. As we were covered for the 250nm coastal zone around Australia and New Zealand, I decided to save the considerable additional bluewater premium cost by covering the risk in the central Tasman myself. I then checked with them that I would be covered once I was within 250nm of the NZ coast, and they agreed on the basis that if I made a claim, I would have to prove that I was within the 250nm limit. I had no problem with that, as Spot Messenger provides third party verification of GPS location. This turned out to be an essential factor in having the claim accepted.

When I lodged the claim, the insurance company pointed out a clause in the Policy General Exclusions which says:

“Your Policy will be automatically suspended when Your boat clears Australian Customs and Immigration for the purpose of leaving Australian waters and will recommence when it clears Australian Customs and Immigration on return (unless You advise Us and We agree to extend in writing.)”

I was not previously aware of this condition, having relied totally on the terms outlined in the annual renewal schedule, which simply stated the Geographic Limits as: “250 nautical miles off mainland Australia, Tasmania, New Zealand North and South Islands.” Had I been aware of the exclusion clause, we would obviously have headed straight for Nelson, rather than risk circumnavigating half of the North Island before clearing into New Zealand.

Following much argument between both parties (and the creation of a 5cm thick file!) I referred the matter to the Financial Ombudsman Service, which requires an initial

qualifying period of 45 days. The FOS eventually agreed to pick up the case and it was finally settled in my favour after a further six months. Although I had already carried out considerable work at my own cost, the more expensive repairs and equipment replacement tasks could then commence. It was now February 2012 and we were keen to have all work completed in time to cruise the Bay of Islands during Easter.

For most of the time spent in Opuia working on *Star*, the weather was surprisingly wet, so it was difficult to carry out any external work including replacement of windows in the Pilot House. After removing the internal teak trim surrounding these windows, it became obvious that the main reason they had failed was that they had been bolted to the inside of the framing. Although the fastenings were closely spaced, the 10mm acrylic sheeting had cracked along the line of holes, which had then allowed the windows to fold inwards under the immense pressure of a breaking wave. On checking the original design drawings, it was interesting to note that the specification required the windows to be made from 8mm toughened glass and fitted in an external aluminium frame. This has now been done for all nine windows, although the insurers were only prepared to pay for the two windows broken at sea, despite the fact that some of the others had begun to show signs of stress cracking.

Most repairs were completed just before Easter, but the continuously wet weather prevented us from applying antifouling in time to launch *Star* before the yard shut down for Easter. With our daughter Mae visiting from Samoa, we had to be content with a land-based tour of Northland in the Subaru Legacy I had bought through Phil Zisakis, who runs 'Cars for Cruisers' in Opuia.

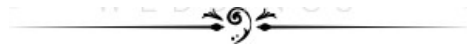
We were finally able to get *Star* back in the water after Easter, and Alex and I had a few days cruising the Bay of Islands before we had to return home.

As a brief summary of lessons learned in dealing with our insurance claim, I offer the following comments:

1. The first response to any insurance claim is usually negative. I am convinced that claims managers are paid a substantial bonus based on the number and value of claims that they reject!
2. Be aware that many issues such as seaworthiness of your boat and experience of your crew may come under challenge from the insurance company.
3. Studies involving insurance claims in the US which were initially rejected, have shown that less than 30 percent of these are pursued to a final outcome. That is, most people give up doing battle with their insurance company due to the burden of proof and the level of documentation required, even if they have a reasonable claim.
4. The cost of legal advice cannot usually be claimed against the policy.

5. Beware the fine print, and make sure that any clarifications or agreements are confirmed in writing.
6. When it comes to replacing damaged equipment (which was the bulk of our claim), the assessor will nominate the expected service life of the item and then subtract the number of years since the item was installed. They will only pay for the proportionate value of life remaining. Thus even if your equipment (eg radios, inverters, fridge and freezer) is perfectly serviceable, you may wind up paying for most of the replacement cost.
7. Check that your insurance company has an agreement with the Australian Financial Ombudsman Service with respect to mediating a disputed claim. Once the FOS have made a determination, there are appeal provisions, but the insurance company will generally be happy to pay up. They probably know that this doesn't happen very often!

Needless to say, I am now no longer insured with that insurance company.



 **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

MARITIME MYSTERY OBJECT #5



What was this item used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

GOING ABOUT

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

RYCT Cruise to Port Davey

The RYCT is organising an informal Cruise in Company via Recherche Bay and the South Coast to Port Davey. The 16 day round trip commences on Saturday 18th January. Entry fee \$75, fleet size limited to 45 vessels. For more information see:

<http://www.ryct.org.au/index.php/cruising-mainmenu-59/port-davey-cruise-2014>



Melaleuca Management Plan

Melaleuca and Cox Bight areas were added to the Southwest National Park in December 2012. With the cessation of mining in the area, Parks and Wildlife Service are working on a draft site and rehabilitation plan for the Melaleuca precinct and a draft management statement for the section of Southwest National Park between Melaleuca and Cox Bight. These plans are expected to be released for public consultation later in the year. If you have any enquiries regarding the preparation of the management plans or would like to discuss the project please contact Andrea Turbett, Regional Planner, andrea.turbett@parks.tas.gov.au.



The ABC's of boating:

Ahoy

The first in a series of four letter words commonly exchanged by skippers as their boats approach one another

Boom

A laterally mounted spar to which a sail is fastened, used during jibing to shift crew members to a fixed, horizontal position.


Channel

Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats

Ten Rules for Heavy Weather Sailing

Reprinted from www.sail-world.com

It happens to the most cautious of us. No matter whether you always cruise in the right season and watch the weather with dedication, there will be a time when you are caught in heavy weather. Many books have been written on the subject – and most of them are well worth reading – but there are a few rules that bring the subject down to its essentials.



*It's not the
sea that kills
you; it's the
hard bits at
the edges*

Here's a check-list of reminders – do they agree with yours?

1. **Weather Weather Weather.** Know your weather, both before you leave port, and while sailing. This one is obvious, but it's amazing how many cruising boats leave without accurate knowledge of the weather. Also get weather from multiple sources – Buoyweather, grib files, NOAH, etc, and while at sea via VHF, HF or email.
2. **Never leave harbour on a bad forecast.** There never yet was a gale that did not cease. This also implies that you never make firm arrangements to be anywhere at a set time. Make all your arrangements to pick up or drop crew or guests 'pending the weather'. If they can't hack that rule, they are not suitable as cruising companions.
3. **Keep checking,** once at sea. A minimum of every hour, check the sky and the barometer. Keeping a log where the watch keeper is obliged to make an entry is a sure way of ensuring this. This way you can't be caught 'napping'.
4. **Reef before the weather worsens.** As soon as you see that bad weather or a squall is coming, check that loose items are stowed, batten down, fit storm boards and inspect lashings, so that you are not having to do it on a wildly pitching deck.
5. **Reef at nightfall.** Unless sailing in very settled and benign weather, it is a good idea to reef before dark – reefing or taking down a pole at night doesn't invite problems, but they are always more difficult to detect and solve than in good light. Cruising is quite the opposite of racing. With racing you set the sail that can be carried in lulls and are over-canvassed in the squalls. With cruising you set the sails that can be carried in the squalls and you are under-canvassed in the lulls.
6. **Keep sea-cocks closed.** In heavy weather it is good practice to have all sea-cock valves, except when they are needed, closed to ensure watertight integrity.

7. **Don't seek shelter.** If you are already caught in heavy weather, go to sea, to windward in the deepest water you can find. If your boat is well found, this is much safer than trying to escape from the storm into calm waters. To enter a harbour you may have bad visibility breaking water or obstructions which will be more threatening than the open sea. ('It's not the sea that kills you; it's the hard bits at the edges')

8. **Keep warm.** Make sure that the body heat of the crew is protected. It is much easier to stay warm than to recover your body heat after being wet and cold. Thermos of hot liquid in the cockpit is very comforting in a heavy sea.

9. **Stay safe personally.** Keep harnessed and cleated on. All crew should be connected to life-lines and perhaps have life jackets on as well.

10. **Never, never go forward without another crew member being in the cockpit.**

These above are just common sense for normal heavy weather cruising that every cruising sailor strikes from time to time, not for winds of hurricane or cyclonic strength, which may call for different strategies, and which we hope you will be able to successfully avoid all your cruising life.

ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



Bilge pump from the fishing vessel *Fancy*, 1885

Do you have a mystery object you'd like to share?
Send a picture (and the answer!) to editor@cyct.org.au

Recipe – Chorizo and Bean Stew

Jackie Zanetti

I'm always on the look out for boat recipes that don't require too much refrigeration and are easy to throw together. Here's a new one I've tried out recently. The leek and celery should last a while if wrapped tightly in plastic wrap and kept in a cool place. The parsley... well, I've been toying with the idea of bringing along herbs in pots on longer trips – if anyone has tried it let me know how you go keeping the soil in the pot on a bouncy passage!

- 2 Tbsp olive oil
- 1 brown onion, diced
- 1 clove garlic, chopped
- 1 leek, sliced
- 1 celery stalk, chopped
- 2 pieces of chorizo, roughly diced
- 1 Tbsp tomato paste
- 2 cups chicken stock
- 2 medium potatoes, diced
- 1 can cannellini beans, drained
- 2 Tbsp chopped parsley



Heat oil in large saucepan and cook onion, garlic, leek and celery, stirring, until vegetables are soft. Add chorizo and cook for about 4 minutes then stir in paprika and tomato paste. Add stock and bring to a boil. Add potatoes and beans and simmer for 15 minutes or until potatoes are cooked. Season to taste and serve with chopped parsley.



**38th Annual General Meeting of the
Cruising Yacht Club of Tasmania Inc**

to be held on 3 September 2013 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 37th AGM

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

5. Business arising from those minutes.

6. Treasurer's Report and Auditor's Report

7. Appointment of Auditor

Treasurer advises that Mr Rendell Ridge has kindly agreed to continue as the Club's Auditor.

8. Commodore's Report

9. Presentation of Awards

9. 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

10. Any other business**11. 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.

**37TH ANNUAL GENERAL MEETING OF THE CRUISING YACHT CLUB OF
TASMANIA INC
held on 4 September 2012 at the Derwent Sailing Squadron**

MINUTES

1. Opening

Commodore Chris Palmer opened the meeting at 8:00pm.

2. Attendance

Forty-six members registered their attendance, there was one guest (Steve Chau, Acting Commodore of the DSS) and ten apologies.

4. Minutes of the 36th AGM

The minutes of the previous AGM had been published in *Albatross*. They were approved and signed.

5. Business arising from those minutes.

There was none.

6. Awards

The Kerrisons had been announced as Cruise-of-the-Year winners at the Anniversary Dinner, but were again presented with their award, with a bulkhead plaque. The Commodore also Presented Dave Davey and Annick Anselin with their trophy and plaque as winners of the Navigation Cruise.

7. The Commodore presented a cheque for \$500 to Steve Chau of DSS, in gratitude for the Squadron's continuing hospitality to the CYCT, and with a request that it be used towards upgrading audiovisual equipment in the clubrooms. This was received with thanks by Steve, who said he was delighted with the close relationship between the two clubs.

8. Treasurer's Report and Auditor's Report

These were presented. Copies are filed with the minutes. There were several questions, satisfactorily answered, and the reports were accepted.

8. Appointment of Honorary Auditor

Treasurer advised that Mr Rendell Ridge had kindly agreed to continue as the Club's Honorary Auditor. Mr Ridge's appointment was approved by the meeting.

9. Commodore's Report

Chris Palmer spoke to his report (copy filed with the minutes and published in Albatross). There were several questions. In particular, he had expressed concern at lack of members' feedback to the Committee, either positive or negative; in response, one member asserted that he was very satisfied with the way things are being done in the club and, on a show of hands, so was virtually everyone present.

10. Election of Office bearers

The Secretary held nominations prior to the meeting for all but one position on the committee (one candidate for each position; these are filed with the minutes). These were read out, then all positions were declared vacant. Retiring Vice-Commodore, Lew Garnham, took the chair and called for any further nominations. There was one, for the position of Committee (2), namely Brian Walpole, nom. Geoff Rosen, sec. Roger Locke. The chair asked the meeting for a collective vote on the candidates as listed, and whether there was any dissent – there was none – and declared the following people elected:

Commodore	Chris Palmer
Vice-Commodore	Alan Gifford
Rear Commodore	Kim Brewer
Treasurer	Wayne McNeice
Secretary	Alan Butler
Editor	Jackie Zanetti
Membership Officer	Margie Benjamin
Webmaster	Dave Davey
Committee (1)	Hans van Tuil
Committee (2)	Bryan Walpole
Warden	Chris Creese

11. Any other business

There was none

12. Close

The meeting closed at 8:25 pm.

There was a brief General Meeting following the Annual General Meeting, and the rest of the evening devoted to socialising.

**General Meeting held at the Derwent Sailing Squadron
on 6 August 2013**

MINUTES

1. **Opening**

Commodore Chris Palmer opened the meeting at 8 pm

2. **Attendance**

Sixty members registered their attendance, and there were four guests and two apologies.

3. **Minutes of the last meeting (July 2013).**

Were in the August Albatross. These were confirmed and signed.

4. **Introduction of new members and presentation of burgee**

The following new members were welcomed to the Club by the Commodore and presented with their burgees, and said a few words about their yachting history:

Shona and Richard Taylor - *Easting Down*

Jo Topp

Ricki and Noel Barratt - *Solace*

5. **Vice Commodore – Alan Gifford**

Alan reported that, despite several weekends of tolerable temperatures and light winds, there have been few reports of members out and about on their boats. The Cruise Calendar for the 2012-2013 sailing year is in recess for the winter and there is little activity on the water or in marina slipways. With work on the 2013-2014 Cruise Calendar due to begin in September he called for suggestions for destinations and cruise activities during the next few weeks.

Alan suggested that Club members might consider joining the welcome fleet of small boats as the tall ships arrive on Friday 20th September and make their way up the Derwent River. September 2013 marks the centenary celebrations of the Royal Australian Navy and the tall ships' visit will be a spectacular event. Further details will be passed on via email and through the media.

Finally, the V-C expressed the Club's gratitude for the generosity of our prize sponsors: Jackie Zanetti won the top award for the Photograph of the Year and the bottle of whisky donated by Nant Distillery. The Members' Choice prize was won by Lew Garnham who will be presented with his prize of a voucher to the value of \$100 donated by Oyster Cove Chandlery on his return from the mainland. Alan and the Editor, reminded us that a third bottle of Nant whisky will be awarded at the AGM for the best Albatross literary contribution throughout the year.

Alan added a special thanks to Nant for their generosity and enthusiastic support. Not only are we fortunate to have such valuable prizes for our activities but the quality of the whisky is world class – voted amongst the top ten whiskies world-wide.

6. **Rear Commodore – Kim Brewer**

Kim reported that there were 83 attendees at the Annual Dinner at the Theatre Royal Hotel, and 13 boats in Constitution Dock. Rob Pennicott gave a lively and well-received after-dinner speech, and Jackie had organized a photo competition. The organization by TasPorts of the entry to Constitution Dock was terrific and went without a hitch. Contrary to her emailed report there will, as usual, be no speaker at the AGM. Kim called for ideas for the Christmas function (we have a few already). Women on Boats: the next WoB event will concern chart plotters. On September 11th there will be a one-day workshop on diesel engines – open to all - \$75.

The Commodore thanked Kim, to general acclamation, for her contributions to all of the above, and for (with the Vice-Commodore) holding the reins while he was overseas.

7. **Treasurer – Wayne McNeice**

Wayne had nothing to report. The finances are going well.

8. **Editor – Jackie Zanetti**

Jackie made the usual call for contributions, thanked members for their excellent support throughout the year, and reminded us of the competition for best contribution.

9. **Any comment from other officers.**

The Secretary urged members to nominate for Committee positions and to get their nomination forms to him.

10. **Commodore – Chris Palmer**

Chris reminded us that the AGM next month and we are seeking nominations for Committee positions.

Mariners Cottage. The Commodore summarised the situation. The Cottage is owned by Hobart City Council and leased to National Trust, which sublets to CYCT under a licence arrangement. This has abruptly not been renewed – after 29 years during which the Club has put a lot into the property (resurrecting it from derelict state). National Trust seems not open to persuasion on the matter, and the occupancy of the Cottage is to be transferred to TPI Inc. The Committee will discuss our options at its meeting tomorrow night. Meanwhile, the Commodore invited members to suggest ideas, and assured the meeting that members will be kept informed.

Thoughts mentioned at the meeting included: does the HCC have alternative properties available? (Alderman Leo Foley said there are really none available). Bellerive Regatta Pavilion was a possible option.

11. **Other business**

Erica Shankley showed the new lighthouse calendars for 2014, an all-Tasmanian production for \$20 in aid of Friends of Tasman Island, and reminded members that we would be welcome at meetings (at DSS), working bees, and Rotary visits to the Island.

12. **Close.**

Formal business closed at 8:52 pm with a brief break.

13. **Guest Speaker**

Kim Brewer introduced Suzanne Smythe, author of “The History of the Iron Pot”. Suzanne gave an interesting account of the history of Australia’s oldest extant lighthouse, with some amazing historic pictures. Some points were: The first structure was built in 1832 after several shipping mishaps, and the present tower (made of rock from the island) built in 1833. Suzanne told a number of stories about the improvements over time – a new light was installed in 1884 but the same lens remained in use until 1977 – and its various colourful keepers. A storm 1895 with a “force 12 sea”, was a very scary experience for those on the island, and an additional protective wall was constructed after that. The light is now solar powered; throughout its history it has been first with various technologies.

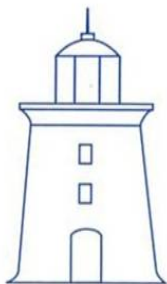
There are a number of theories about the name “Iron Pot”, none clear; it was the name of the island before the light.

The Iron Pot is a Harbour light, which is why it has almost always been under Tasmanian management. This is currently something of a disadvantage; Parks owns island, Ports owns the light but does no maintenance on the tower. The two agencies are talking, but meanwhile maintenance is badly needed.

Kim thanked Suzanne for her interesting talk, and a number of members bought signed copies of the book.

14. **Close**

The meeting closed about 10 pm.



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



**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



KitchenMade

Let us surprise you

Excellent Value

- Pre-Assembled
- Hettich Soft Close.
- Many benchtop options
- Easy Installation
- Accessories and Handles

Pre-Assembled Kitchens

We can supply a modern high quality brand new kitchen and arrange for it to be professionally installed for a price you will not believe

Visit our website
www.kitchenmade.com.au
for information on how to plan
your own kitchen design.



2 Ascot Drive HuntingField Kingston ph 62393645

85 George St Launceston ph 6334 3314



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

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



Mermaid Café

Ferry Road Kettering

Lunch snacks coffee

9am – 5pm 7 days

Ph: 03 6267 4494



BOAT SALES

TASMANIA

TASMANIA'S PREMIER BROKERAGE



30-foot solid fibreglass motorsailer with wheel steering in protected pilothouse. This vessel has circumnavigated Tasmania and is ideal for local conditions. Well-equipped and maintained.



- Perkins 35hp diesel engine
- Excellent open-plan layout with comfortable saloon and huge bathroom.
- Comprehensive electronics and safety gear.



MURRAY ST PIER HOBART www.boatsalestas.com.au FERRY RD KETTERING
Ph: 1300 288 007

KIM BREWER	0428 937 358
PAUL NANSCAWEN	0418 385 866
JOHN NANSCAWEN	0409 433 547

