

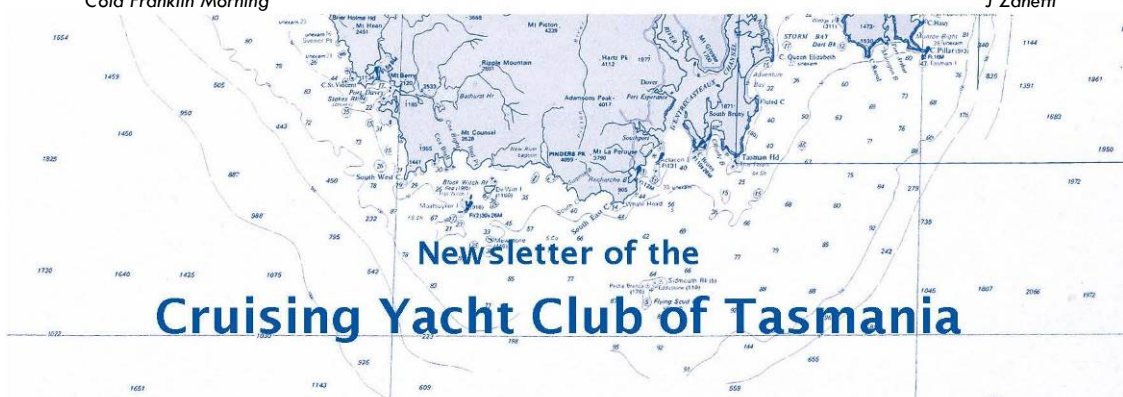
Albatross

Volume 41 No 5 June 2015



Cold Franklin Morning

J Zanetti



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore		
Alan Butler	H 0457 000 434	
Vice Commodore		
Tony Peach	H 6229 4850	<i>Westwind of Kettering</i>
Rear Commodore		
Catrina Boon	H 6243 9268	<i>Dalliance</i>
Treasurer		
Alex Papij	H 6223 4639	<i>Rusalka</i>
Secretary		
Mike Ponsonby	H 6247 1409	<i>Rubicon</i>
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Rusalka</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Ottmar Helm	H 6229 3932	<i>Intrepid</i>
Leigh Miller	H 6229 9078	<i>Fleur de Lys</i>
Membership Officer		
Julie Macdonald	H 6247 9569	<i>Westerly</i>
Warden & Albatross mailing		
Chris Creese	H 6225 2806	<i>Neptune</i>
Quartermaster		
Elizabeth Helm	H 6229 3932	<i>Intrepid</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**



Contents

CYCT CALENDAR.....	2
Editorial	3
Commodore’s Report	4
Vice Commodore’s Report	5
Rear Commodore’s Report	9
Introducing New Members.....	12
40 Years of the CYCT – a Blast from the Past.....	14
Sykes Cove Cruise, 9-10 May	16
GOING ABOUT	17
Write it down!.....	18
Cruise of the Year Award: Call for Nominations.....	20
SV <i>Irish Mist</i> in the Louisiades (Part 2)	21
Galley Tips	31
May General Meeting Minutes	32

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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>JUNE</u>	
Tues 2 nd	General Meeting @ DSS 7:30pm ***NEW TIME*** Speaker: Matthew Clougher
Wed 3 rd	Committee meeting @ MBATas 7:30pm
Sat 5 th – Sun 8 th	Cruise: Queens Birthday LWE, Kermadie-Franklin
Tues 16 th	Women on Boats meeting @ DSS 5:30pm Topic: Care & Feeding of the Crew
Sat 20 th – Sun 21 st	Cruise: Dark MOFO, Constitution Dock
Tues 23 rd	Winter Forum – at DSS 5:30pm Speaker: TBA
<u>JULY</u>	
Tues 7 th	General Meeting @ DSS 7:30pm Speaker: TBA
Wed 8 th	Committee meeting @ RYCT, 7:30pm
Tues 21 st	Women on Boats meeting @ DSS 5:30pm Topic: Charts and Navigation
Tues 28 th	Winter Forum – at DSS 5:30pm Speaker: TBA

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



Winter has arrived with a bang! As I look out the window at snow lingering on the mountain I wonder how I'll fill the cold dark months to come. But there's certainly plenty happening in CYCT, with cruises and forums continuing through the winter.

The club's 40th year celebrations continue apace and no doubt all of you have contributed your boat information to the history being collected by Keith Wells or you have been sending in your photos and fond memories of the club to Erika Shankley for the book which is being produced to commemorate the first 40 years. A birthday cake was lit at the Sykes Cove cruise and there is more to come with the Annual Dinner in September focussing on the anniversary, the re-creation of the first cruise to Rosebanks and an end of year celebration to be revealed. So join in the partying!

In this month's issue we conclude the report on *Irish Mist's* travels to the Louisiades. I've been hearing rumours of other club members cruising outside Tasmanian waters this winter. If you know of any, please let me know – or if you're cruising please keep in mind stories for the *Albatross*! Don't forget that the club awards cruising plaques to all skippers who take their boats out (and back) of Tassie waters (and who write an article for the *Albatross* or give a talk about their trip) and each year a determination is made as to whether there was a "cruise of distinction" worthy of receiving the "Cruise of the Year" award. The criteria for the award are listed in this issue of the *Albatross*, so if you know of anyone who qualifies please nominate them.

Finally, Albert the Albatross has not been seen for some time. Those of you who've been in the club for a while may remember that Albert appears and reports in the *Albatross* whenever there are shenanigans on a club cruise or CYCT members have been caught out saying or doing sillier things than usual. So keep your eyes open for Albert sightings and report any uncontroversial silliness to the editor.



Happy sailing!

Jackie

Commodore's Report



What is it about southern Tasmanian waters? I've heard now of two people who expected to feel seasick on the cruise to Port Davey and who, despite the 4 m swells, were not! Another reason to tag this as the best cruising area in the world?

On a more sober note, I'm aware that Club members deliver boats from time to time, and sail them across oceans, and I clipped this from the *mysailing* website on 1/5/15. There are a couple of cautionary remarks here:

... the Marine Accident Investigation Branch in the UK has released its report into the loss of the Cheeki Rafiki during a trans-Atlantic delivery, from which four men lost their lives. The report makes some interesting comments about whether a delivery is a commercial activity (and therefore needed more stringent inspections of the hull) and about the need to check the keel joint on GRP yachts before undertaking blue-water sailing.

(By the way, if you don't know it, the website at mysailing.com.au is maintained by the people who publish *Cruising Helmsman*, etc. It's good value and they have a free daily email digest.)

The Club is well into its winter phase now, with WvB and Forums in full swing, and planning afoot for Dark MoFo and the Annual Dinner. There's talk of Gluwein! By the time you get this, the Kermantie weekend will be almost with us. I hope it goes well. Happy cruising, and dress warmly!

Alan Butler.

Vice Commodore's Report



I am now able to report, that due to an overwhelming number of members voting in favour of the CYCT purchasing the North Simmonds Bay mooring the Club now has two moorings available.

NUBEENA

Mooring number **9615** at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels.

The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float.



NUBEENA Mooring

NORTH SIMMONDS (The East end of Barnes Bay)

Mooring number **8584** at North Simmonds Bay is an orange buoy. The depth at LMWS is about 5 metres. It is located at LAT; 43° 07.446'S LON; 147° 21.396'E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain.



NORTH SIMMONDS Mooring

CONDITIONS OF USE

1. The use of the mooring is always at your own judgment and risk. The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third parties.
2. Prior to use you should inspect the mooring tackle for any defects which are to be reported to the CYCT Warden as soon as practicable.
3. All moored vessels are to display the Club burgee.
4. Non club boats may be legally requested to vacate the mooring. If the request is refused then you are entitled to contact MaST or the Tasmanian Police.
5. Your use of the mooring is on the understanding that up to two other Club vessels may raft alongside (if conditions allow), the largest being central. Anchor out, if you do not wish to share. MAST can challenge the number of boats on the mooring if they deem conditions unsuitable.
6. Vessels using the mooring shall not exceed 12 metres for Simmonds Bay and 15 metres at Nubeena and the total weight of vessels moored must not exceed 25 tons.
7. If practicable, contact the owner of any moored vessel prior to rafting.
8. Rafting should occur in a safe secure seamanlike manner avoiding personal injury or damage to vessels and property.
9. Rafting/mooring use should be discontinued if conditions are likely to deteriorate with risk to vessels, property or persons. Safety is paramount.
10. The mooring is for short term use only. Boats may not be left unattended on the mooring overnight or when weather conditions may deteriorate.
11. If you go ashore while rafted, you should be contactable by mobile phone or VHF.
12. The CYCT committee reserves the right to levy a fee for mooring use.

We are eager to keep track of CYCT mooring use, so please let a committee member know whenever you have used one of the club moorings.

Tony Peach

Huon River Cruise: Queens Birthday LWE (6-8th) Important Info

THE CRUISE

Some members may wish to consider cruising to Port Cygnet on Friday 5th, because the high tide at Port Huon on Saturday 6th is at 13:04. Deeper draft keelboats should be very cautious about entering at low tide.

Saturday June 6th.

The Club has negotiated with the Kermandie Hotel and marina to provide free berths for the night of Saturday June 6th to all those attending the dinner at the hotel that evening. There are 12 berths available, and they will be allocated on the basis of the first 12 to register for the dinner (ViceCommodore@CYCT.org.au). *Westwind of Kettering* will host a warm cup of Gluwine commencing at 17:30 (**PLEASE** bring your own cup) somewhere in the marina.

Dinner: WINTER WOOLIES THEME – wear your favourite winter woolie, prize for craziest woolle! There will be a quiz and some games. come prepared for some fun.

Bookings and Payment for the dinner must be beforehand through our website <https://secure.cyct.org.au/index.php>. Book by end May for catering purposes. The meal at the Sass Restaurant is \$40.00 PP, for a 2 course meal, which will be an alternate drop, commencing at 18:30. Please let us know if you have any special dietary requirements.

Once you have completed payment don't forget to review the KERMANDIE ENTRANCE CHARTLET at <http://cyct.org.au/Info/> for the details of entering the marina.

Sunday June 7th.**KERMANDIE-FRANKLIN ROUTE**

Don't CUT THE CORNER AT Shipwrights Point as you depart Port Huon. Following is a link of the track taken last year from Port Huon to Franklin. Google-Earth link and sailing instructions.

A series of activities has been arranged for you to choose from once you arrive at Franklin.:

NANCY

The Nancy is a motor launch built in 1917 at Battery Point (Hobart). She operated as a ferry (and as a flying boat tender) on the Derwent and Huon rivers for almost 40 years. Martin Krynen completed a major restoration of the Nancy in 2010. She is available for group bookings at a cost of \$25 per person or \$200 per group (minimum of 6) for a one and a half hour excursion. Payment is by cash on the day. For any members wishing to partake of the one hour cruise including the Egg Island Canal

please let me know beforehand so that we can make reservations. ViceCommodore@CYCT.org.au. It is planned to depart at either 14:30 and 15:30 depending upon numbers More details are available on Nancy's website mv-nancy-tours.org

WOODEN BOAT SCHOOL

Our hardworking Rear Commodore has arranged for members to tour the WBS for \$6.00. Tours usually go on half hour from 10.30 - 3.30. To simplify things we agreed that if members wish to take up his generous offer we will say this is available for members for 2.30 or 3.30 tour. Otherwise they are welcome to join any tour that suits them. The preferred group size is 20. Please register your interest with the Rear Commodore. RearCommodore@CYCT.org.au

FRANKLIN MARINE

The excellently stocked chandlery at Franklin will host a wine and cheese tasting at 17:30 on their premises. The Dinner to be conducted in the Living Boat Trust building next door is a BYO so don't forget to purchase a bottle during the tasting.

LIVING BOAT TRUST DINNER

This will commence at 18.30, and the cost is \$25.00 PP and payable by cash on the evening. BYO drinks. This is a two course home-cooked meal with fresh Huon Valley produce.



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Rear Commodore's Report



At our May General Meeting Fiona Ewing and Linda Sams joined us and gave us a wonderful summary of TASSAL's current position and future directions. Their talk sparked much discussion and they were flooded with questions. A very informative and well attended evening.

At the last Committee meeting it was decided that General Meetings would start at **7.30** instead of 8.00pm. This will commence from our next GM on June 2nd. Dinner will still be available from 6.00pm, please advise me if you would like to book for dinner.

June General Meeting

Our speaker for the June Meeting is Matthew Clougher, a dentist who has had a varied career in sailing and will be sharing some of his experiences with us. Matthew was recommended by Alan Gifford, who was put at ease and entertained by Matthew's sailing tales whilst in the dentist chair. Alan was so impressed he asked Matthew if he would be willing to speak at a CYCT General meeting. I asked Matthew how I could summarize his talk in a couple of sentences he suggested "Malacca Straits and Flores Sea, Clayquot Sound, Martha's Vinyard, and Bermuda, excerpts of pirates, whales, and ghost ships." I'm intrigued, come along and hear Matthew talk!

The June Long WE cruise is almost upon us and we will need to have numbers to caterers for both dinners finalized this week. Please RSVP asap, if you haven't already done so and intend to come. It should to be a fun-filled WE so come along and chase away the winter blues!

The Hope and Anchor has been booked for our Annual dinner in September on Saturday 5th, keep this date free it promises to be a special evening!

Catrina Boon

NOTE: General meetings to commence at new time of 7.30pm.

CYCT “WOMEN ON BOATS”

ONE-DAY DIESEL ENGINE WORKSHOP FOR WOMEN

Date: Sunday June 14th

Cost: \$70.00

This will cover a day's tuition, including theory and practical demonstrations, a copy of Laurence Burgin's diesel handbook and morning tea.

Location: Franklin Marine shipchandlery at Franklin.

Time: 10.00pm to 4.30pm

What to bring: Lunch (facilities for making tea and coffee are available)

Please find out in advance the following:

1. **Make and model of your boat**
2. **Brand and model of the engine on your boat**
3. **Bring several photos of your engine from front and sides.**

Course content includes:

- How a marine diesel engine works
- Bleeding your fuel system and changing fuel and oil filters
- How to change the impeller in your salt-water pump and cooling system checks
- Prop-shafts, stern glands, propellers and engine mounts
- Easy ways to identify potential engine problems (and avoid them)
- Monthly engine maintenance to avoid problems
- Basic engine electrics – power and battery systems and how they work
- Understanding exhaust systems
- How to select the right marine tools for safety and ease of use

Instructor: Laurence Burgin is a certified boat builder with 30 years in the boat building and marine industry, specializing in large cruising vessels and motor yachts. He supplies & installs a variety of fittings for engines, electrical & plumbing systems.

For more information contact Laurence on 6266 3768



APPLICATIONS FOR MEMBERSHIP

David and Elizabeth Brett
ILLUSION

Linda Macaulay
No Boat

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

WELCOME NEW MEMBERS

Michael and Maxine Berry
FERNANDA

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

Michael and Maxine Berry

We have always owned a boat of some form or another, mostly sports or motor cruisers, however we have cruised sparingly over the past thirty years primarily due to work or family commitments. Having recently retired from full time work and with the children off doing their own thing, we are hoping that we will now be able to enjoy much more time on the water.



Fernanda

Our current boat is a lovely 45' Huon Pine Pompei built motor cruiser, built for Mr. John and Fernanda Pompei along traditional fishing boat lines with aft wheelhouse and below decks accommodation, launched in 1986. The Pompei's predominately used her for pleasure although she was constructed under commercial survey. In 1998 she was purchased by a couple in Queensland and extensively cruised the West, North and East coast of Australia, including a trip to Broome and the North West Archipelagos.

We purchased Fernanda three years ago and have spent the best part of that time refitting and upgrading her, to make her a little more suitable to our needs. We are now hoping to spend a lot more time enjoying the magical waterways of Tasmania and perhaps a little further afield in the future. We look forward to the company and cruising with the members of the CYC Tasmania, some of whom we have already spent some time with on the water.



Geoff and Clair Tomlin

We can't claim to have sailed around the world, yet!

All-be-it our interest in sailing began approximately 40 years ago when we bought *Triton*, a King Billy framed Hartley TSI6 built by Purdon and Featherstone. Not having sailed before we still remember that sea breeze bullet on the Tamar off-shore from Deviot. Our good friend,



Triton in her heyday

Clive, who had given us a five minute lesson and was now casually lazing on the fore deck cast an enquiring look as I desperately eased the main and lurched through head to wind in an inadvertent tack.

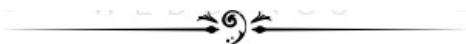
Progressively our 3 children became interested in sailing and became involved in sailing Mirror Dinghies, entering school competitions launched from the TamarYacht Club.

Many nights were spent refurbishing the club Mirror Dinghies after each off-season. Clair and I were relegated to support crew as we trailered our children and their crews to State and National events. Two of our children were successful in becoming national Champions.

In retirement, one of my 100 things to do was to shake the cobwebs out of *Triton*, sail the Derwent and enter the Wooden Boats Festival. However this plan has been thwarted in favour of sailing with the CYTC on a "real boat", *Fleur de Lys*, courtesy of Leigh and Chris.

Maybe our dreams will be fulfilled one day and *Triton* will become a B40?

Having recently joined the CYCT on "The Long One" to Port Davey we look forward to many more leisurely and adventurous times on the water.







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40 Years of the CYCT – a Blast from the Past

Erika Shankley

Past issues of *Albatross* reveal that members of the CYCT have not been entirely immune to the dangers of the sea, wind and weather. Cruising, even if just out for a Channel jaunt, requires vigilance.

In 1979, *Kampari*, owned by Robert & Margaret Loring, was wrecked in Pot Bay.¹ Mark Creese's *Neptune* rolled on the Marion Bay bar in 1990² and *Camira* had a confrontation with a rock at Port Davey. The moral of this story by Leo Foley is a reminder to heed the warning signs, so as to avoid the inherent dangers of the life-style we all love.

In his article, *Danger on a Lee Shore*, Leo Foley writes:³

“We learn by experience. The wise amongst us learn by other’s experiences. I write this not to purge my soul, but to remind us all to heed warning signs ...

Sunday, 18th February began as a pleasant sailing day. A 15 knot northerly made for a brisk trip from Kettering to our destination at Nebraska Beach, near Dennes Point. We accepted the invitation to have lunch at the beachside shack of a friend.

On arrival, conditions were moderate with Tinderbox Hills providing relief from the northerly breeze. The anchor dug in well with plenty of chain out; we went ashore with no thought of the drama to come.”

Leo continues: “The barbecue cooking was interrupted by a rain squall that blew in from the north west. From our vantage point, above the beach, we watched as *Talisman II* turned but rode well at anchor. There was time for lunch, although the lee shore position encouraged an early return to the boat. That was the plan!

Our main concern was that the anchor might drag as the wind and waves increased. Transits from the lunch table revealed that this was not happening, although the yacht tugged at the anchor chain in the stronger gusts. Still, we knew we had better finish lunch quickly and get back.

Suddenly, like a rodeo horse, *Talisman II* bucked and was free. The noise of the chain snapping sounded like a cannon shot. The sprint to the beach took only minutes, but she was already aground. By luck only, she was clear of the nearby rocks.

¹ Margaret & Robert Loring, *The Demise & Salvage of the Kampari*, *Albatross*, Vol 4 No 4 April 1979, P11

² <http://cyct.org.au/About/21years.php>

³ Leo Foley, *Danger on a Lee Shore*, *Albatross* Vol 15 No 4, April 1990, Page 16-18

My distress call was picked up and relayed to the Police boat, *Dauntless*, which was in the area. She arrived in quick time, but could not get close enough to attach a line. The call was also heard by Oyster Cove Marina, who also despatched a boat.

A smoke flare attracted people from nearby shacks. Several of them lent their weight to the task of keeping *Talisman II* from washing further ashore. Their valiant effort may have made the later rescue possible. It was a marvellous demonstration of generosity of spirit by people we will never be able to thank properly.

One of the volunteers offered to swim my joined halyards and sheets to *Dauntless*. The tow to freedom began, but was short lived as the strain proved too much for the rope. Winds had now reached gale-force. Aground on a lee shore was not the place to be!

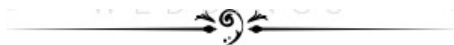
Brian Dodd⁴ had now arrived from Oyster Cove in *Royal Hunter*. With more regard for the rescue of an errant sailor than for his own safety, he manoeuvred close enough to secure a stronger, but shorter line than that provided by the *Dauntless*.

The tow was agonisingly slow. Three attempts were required as wind and waves took *Royal Hunter* to leeward. The shore volunteers worked feverishly on a halyard from the top of the mast to drag *Talisman II* to an angle which might free her. Eventually she was afloat. A wave to the drenched group in the shallows was all we could offer in offer to our anonymous helpers. The rudder had jammed amidships, so a tow was necessary. *Royal Hunter* worked hard into a big sea - the wind throwing white water everywhere. The Weather Bureau later announced 75 knot winds. We felt relieved to be off the beach.

Damage to *Talisman II* was restricted to her keel and rudder. It was less than might have been expected and perhaps less than her owners deserved. However, their wounded pride may take longer to repair.

Old salts will see the mistakes, and we acknowledge them. The episode was avoidable. In learning hard lessons, our experience may persuade others to avoid similar pitfalls; especially with respect to a lee shore.

Our heart-felt thanks to Brian Dodd and Dennis Brown of Oyster Cove Marina, and to the good Samaritans who swam, paddled, pushed, and pulled to assist complete strangers.



⁴ Brian was also a CYCT member, as well as the owner of the Oyster Cove Marina

Sykes Cove Cruise, 9-10 May

Lyn Peach

The problem with organised cruises, of course, is that they can be weather dependent. With this in mind, there were quite a few Club members watching the weather forecast very closely during the week preceding the scheduled Smokehouse cruise. However, despite a week of cold, wet, windy weather, which included strong West/North West winds, we were heartened to see that the forecast for Saturday was marginally better, so the decision was made to proceed with the cruise.

Eighteen people ventured to Sykes Cove, Bruny to attend an enjoyable dinner at the Smokehouse (House of Whisky) on the evening of Saturday 9th May. The following seven boats braved the elements to travel from Kettering to Sykes Cove, Barnes Bay – *Andromeda*, *Easting Down*, *Intrepid*, *Irish Mist*, *Kokomo*, *Rubicon*, and *Westwind of Kettering*. The crew of *Spirit of Freya* decided against battling the winds all the way from Sandy Bay and instead travelled to and from Bruny by car. It was pleasing to find that the ferry had an evening run from Bruny back to Kettering which made this method of travel possible. The dinner was concluded with a CYCT birthday cake, complete with forty candles, and a fine rendition of “Happy Birthday” to mark the occasion.

It has been overheard up and down the corridors of the DSS that there are those who know the exact date of the official birthday! What constitutes a birthday of non-entity? Was it on the day when two like-minded people conceived the concept of group sailings to various locations? Or possibly the day the couple announced the pregnancy of the idea, or the birth at the first meeting prior to the constitution being tabled, or the day of presentation of the constitution, possibly the first cruise together as a group? Whatever the day, all of us that enjoy our time on the water together with like-minded company enjoyed the evening that was classified as The CYCT 40th. Birthday.



En route to the Smokehouse, quite a few fun and games ensued as the dinghy skippers managed not only to avoid the oysters close to the shore but also to disgorge the passengers without any crew getting their feet wet. Once this was achieved, the only remaining challenge was to scramble up the bank to the restaurant. Needless to say, the fact that it all had to be done again (but in the dark) after the meal just added to the evening's challenges and fun. Fortunately, after more discussion about the wind conditions, the crews decided it would not be necessary to move to a more sheltered anchorage after the dinner and a reasonably calm night was experienced in Sykes Cove. Sunday, heralded more, windy, wet condition, and due also to some Mother's day obligations the fleet departed.

GOING ABOUT

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

EPIRB Disposal -

Is your EPIRB out of date? Don't throw it in the bin! Although MAST are no longer accepting EPIRBs for recycling, you can still take your old EPIRB to Battery World and ensure that it is safely disposed of for a \$5 fee. (And don't forget to register your new EPIRB with AMSA!)"



Entertainment Books are available to members (for which the club receives a 'healthy' commission), orders can be placed at <https://www.entertainmentbook.com.au/orderbooks/242c666>, or email Treasurer@cyct.org.au, or at a club meeting.

This year a digital version is also available (directory, and discount card/vouchers on smartphone.

New books are valid from 1st June.



Where are they?

Are you or anyone else you know in CYCT out cruising beyond Tasmania's fair shores this winter? Let us know where you're going and what's been happening by emailing editor@cyct.org.au. The following CYCT travelers have come to my attention already:

Philip Bragg and Barbara Wheetman (*Angela*) – crossing the Pacific towards Polynesia

Jon Neville (*Ocean Child*) – sailing from NZ to Fiji

Ted Cutlan and Joy Stones (*Parhelion*) – heading up the east Coast to warmer climes

Peter and Chris McHugh (*Honey Bee*) – exploring Malaysia



Write it down!

Kim Brewer

Information overload! Scourge of the 21st century. Afloat and unplugged, our boats are not the sanctuary from the deluge of words we might wish them to be. But there is a good case for adding to all this data; for carefully gathering and recording information that will bring us benefit and pleasure in the future. Meticulously kept log-books and maintenance files can make your life easier, enhance your boating memories and as a boat broker I know they can add real value when it comes time to sell. So if you aren't already doing so, start writing things down now!



I have dealt with and sold hundreds of boats yet I can recall very, very few that came complete with comprehensive paperwork. Occasionally I will stumble across an old exercise book with scribbled notes on engine services and maintenance. Often the timeline stopped several owners ago. A folder stuffed with old invoices is considered a valuable find, to be pored over to piece together some history. Only rarely is a full navigation log available, much less an engine log with neatly-ruled columns tallying fuel consumption and costs, oil changes and equipment installation. These are rare and wonderful gems to be prized.

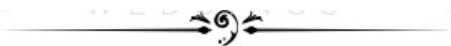
It's one of the first questions I ask an owner wanting to sell (though I tend to be less than optimistic these days). What does it matter? Well, obviously it doesn't to the majority of boat owners. "I get the engine serviced once a year. Yeah – it was done about three months ago. I've got the receipt here somewhere". That might satisfy a potential buyer but how much more convincing it is to open a log book and run your finger down a list detailing every bit of work done, with dates and costs. This is where paperwork pays: buyers are always impressed with record-keeping (as are surveyors) and that log and maintenance record will give your boat the edge over a competitor with no evidence of methodical maintenance. This translates to a quicker sale and a better price. One CYCT member produced a thick Owner's Manual with instructions on all equipment aboard. No doubt it took hours to put together but this effort paid off. It added to the value of an older, non-production yacht and was influential in the new owner choosing to buy the boat.

A leather-bound, professionally produced volume isn't necessary. Any exercise book or journal that appeals will serve. You can use separate books for the navigation/narrative log and the engine & maintenance record (a good idea if you wish to keep the log and leave the maintenance information with the boat) or divide the book in half and use the front section as a log with other records at the back. Decide which data is important to you (wind, barometer, sea-state, distance travelled, engine hours, position etc) and rule up

columns for each. Have a place for specifications of your boat – types of oils used, filter numbers, lengths of shrouds, fuses required for electrical equipment etc. Accompany the engine/maintenance book with a file filled with receipts for all work done.

While a factual record is useful for discerning patterns in weather or engine performance it can make for awfully dry reading later on. Outside of a later Court of Enquiry, who really wants to know that at 13:30 on December 12th 2007 you were at position 32° 12'S 142° 28', motoring at 6.7kts at 132°C in 5-knot northerlies? The cold hard numbers can't bring back memories. Where is the whale you saw or the albatross that followed the boat and enthralled everyone? Where are the BBQs with friends and the perfect anchorages? I prefer to add plenty of anecdotal information and my five fat log-books are a wonderful and precious record of our travels. They tell of anchoring conditions, facilities found ashore, list names and addresses of boats and crews met along the way. They describe special meals and incredible fish. There are photos, menus, pressed flowers & butterflies (even a tiny flying fish caught on an Atlantic crossing), bus tickets, autographs and business cards. These books are the personal items that go into our grab bag on every passage.

So if you haven't already begun, go out and buy an exercise book and begin to build something that is priceless in many ways; adding value to your boat, setting the basis for an efficient maintenance programme and creating a book to treasure.



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Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2014-15 year are due by 31 July 2015.**

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

SV Irish Mist in the Louisiades (Part 2)

Paul Kerrison

After an aborted attempt to leave Hemoi Bay driven back by steep seas and a SE wind of 35kts, we again went ashore and this time with the aid of guides and machetes we bush bashed upstream to a large rock pool at the base of a high waterfall, which according to the villagers was the home of a monster eel that kept evading capture.

We stayed two more days here doing some odd jobs on the yachts, swimming, but mostly playing cards and entertaining. The weather finally eased allowing us to proceed further east to Hazard & Hummock Islands. These islands sit within a lagoon totally surrounded by coral reef and bommies. Cautiously approaching the outer reef looking for the entry we were very grateful to see two canoes paddle out to guide us around and over the bommies with only 1.5mtrs under us at times, it was with relief that we eventually anchored in 10 -12mtrs over pure white sand in a very comfortable & idyllic location under the lee of the island.

After a quick swim to check anchor and cool off we traded for bananas, coconuts, paw paw, eggs, shells and crayfish. The villagers wanted/ were looking for rice, sugar, noodles, milk, canned fish/meat, batteries, clothing and fishing line.

Hummock Island is only 1300mtrs long & 450mtrs at its widest point and 40mtrs high, surrounded by stunning white sand. Approx. 150 people live here in a very tidy village, having paths made from crushed coral outlined by small shrubs, trees planted as a wind breaks, fenced gardens, and church, no rubbish to be seen. .



Sailing canoe with Hazard Isl. behind.

It was here we that encountered two albino brothers approx. six yrs. old who had shocking skin lesions and sunburn, they were the chief's grandsons. However their condition didn't slow them down, nor were they shunned by others.

Hazard Island being mostly unoccupied, covered in coconut palms is used by itinerant fishermen as a place to shelter.

Back on the yachts we dined on fresh crayfish and Mahi Mahi which we caught on the way here followed by a dram of Irish Mist. Our stay in this anchorage was spent snorkelling on the various reefs, and exploring other nearby islands.

Early on Wednesday 1st October with the sun in the right spot we picked our way out of the lagoon following our past track on the plotter, least water under the keel this time was 2mtrs. It was a beautiful day with the wind from the SE at 15-18kts we made very good time to the Conflict group, anchoring behind Itamarina Island in 24 mtrs of water. An early morning wind shift to the south made the anchorage very uncomfortable. At first light and whilst weighing anchor, *Champagne Charlie* managed to wrap the chain around a bommie. As they untangled themselves, *Irish Mist's* anchor winch decided to be unco-operative. With the wind now at 25kts plus and the bow dipping I had to hand winch 75mtrs of 10mm chain plus a 22kg CQR on board whilst Rosemary did her best to keep us in line & over the anchor. I later worked out that it took approx. 625 operations of the winch handle to haul all this aboard.

In the meantime Shayne & Lisa had re-anchored behind Pana Boal Is a short 3nm away. Anchoring nearby in calm waters (10mtrs) over sand, it was time for a hot brew and catch the breath. Alas it was here that we discovered a hose fitting had come off in the forward head draining our aft fresh water tank, leaving us with 450ltrs in the fwd tank.

Pana Boal Is. is uninhabited and only visited on occasions by fishing parties from other islands or those harvesting coconuts. We spent most of the day ashore or snorkelling, best snorkelling yet, with an abundance of fish life and beautiful coral.

At about 2000hrs a front came through the anchorage causing us to drag, re-anchoring further out in 20mtrs I stood watch for the next four hours. Fortunately it was short lived and peace came at about 0130hrs. We stayed here for another two days exploring nearby Ginara Is., BBQ, ing ashore, swimming and fishing. Both Shayne and I caught good sized Spanish mackerel and 4 reef fish.

Monday 6th 0600hrs with the wind picking up causing *Champagne Charlie* to lay very close to the coral we made the decision to make for the De Boyne Group of Islands. With 2nd reef in main and part headsail we made 7kts into a 20-25kt SE wind. It was a long and exhilarating day of sailing, eventually anchoring off Pana Pom Pom Island at 1630hrs. The anchorage was a little rolly but secure, only one trade here and that was for bananas. Tuesday 7th 0300hrs wind has worked up a roll in the anchorage little sleep to be had so at 0830hrs we set forth to the Louisiades.

Leaving the De Boyne group under full sail via the narrow and shallow Redlick Passage, turning East we marvelled at the stunning white sands, with vivid green & blue shading water between Redlick & Mabu Islands and their outer reefs.

Approaching our entry point to the Louisiade Archipelago proper it was necessary to dodge the constant convoy of heavy shipping using the Jombard Passage, the main North/South commercial shipping route between Australia, Indonesia, China & Japan.

We had chosen to enter the Archipelago via the Pana Sagu Sagu passage. It was here that we needed the assistance of the iron topsail encountering strong currents and overfalls, as we went from a depth of over 600mtrs, to less than 25mtrs in less than 200mtrs through a pass only 300mtrs wide into a lagoon with an average depth of 50mtrs. Eventually anchoring at Bagaman Island, off a small beach and village (doing our best not to snag a Bommie) in 15 mtrs.



View from top of Bagaman Isl.

and *Charlie*, eager to trade, offering the Dim Dims, wood carvings, crayfish, paw paw, coconuts, bananas, passionfruit, tomatoes, eggs, yams, large sea shells & strings of Baggi. They were all very polite & well- mannered allowing one another to complete their trade before coming alongside.

After some hectic trading we had to call a halt to proceedings. Later in the morning we received an invitation to go ashore from Moses who was the Chief's son. Accepting the invitation & after introductions in the village, Moses along with a group of very inquisitive, smiling and laughing children, took us to the top of a nearby hill where their church services are held. On our return to the village Rosemary accepted an invitation for afternoon tea in one of the huts whilst I returned to the boat and traded for more crayfish. Later on in the afternoon all of us were invited to go sailing aboard a village outrigger canoe which was eagerly accepted.



Our bailer for the day.

The outrigger was literally held together by zip ties, an assortment of different size nylon line and scrap rope, sails made from trailer tarps or old discarded yacht sails all very expertly sewn together by hand. We had a fantastic ride while all the time a little fellow of about five yrs. of age bailed constantly.

The next day the village chief Gulio and grandson came aboard for morning tea before we moved on. Over the next three days we worked our way via Wanin Is and a fringing reef where we had hoped to dive but the current was too fast (4-5 knots) so on to Nimoa Island anchoring in 17mtrs, just as the heavens opened up. It had been another great days sailing to get here with *Champagne Charlie* taking line honours today but only just. (Forgot to tell you when- ever there are two yachts cruising in company it's always an unofficial race day.)

The heavy rain kept trading to a minimum today but we still managed to trade for a very nice Coral trout, Lisa made some of this into blackened sashimi, very delicious eaten hot or cold with sundowners that night before the cards came out.



Rosemary Washing Island style

Next day after getting permission to go ashore we explored Nimoa.

Nimoa Island has a Catholic mission, with orphanage, medical centre, boarding school, full sized basketball court, plus soccer ground, and canteen. Father Tony from Melbourne has been there for ten years, he services the outlying islands on the missions hospital launch.



Pointing out where Tasmania is on a map

We visited the medical centre donating excess medical dressings etc. sourced in Cairns. The centre is maned by trained nurses but no doctors, with the nearest medical services on Misima Island some 8 hours away by boat in calm conditions. Soccer and basketball was in full swing on this day. Whilst here

Shayne organised for some of the village lads to go fishing on *Champagne Charlie* the next day.

Before picking up our adventurers in the morning, we visited the elementary school and met staff and students, making a donation of school needs.

With four boys/lads accepting Shayne's offer, we sailed to the outer reef SE of Nimoa Is. (*this was the most eastern point of the voyage*) where the boys went snorkelling bringing back a turtle, several crayfish, and many reef fish. They are so used to snorkelling for fish that they can stay under the water for a long time and repeat this many times without showing any signs of exhaustion. Back at the village we were invited ashore for a BBQ where we were treated as if royalty. All the villagers made us very welcome, laying out grass mats to sit on, keeping the fire burning and of course putting many questions to us, as we did them. It was a most enjoyable night.



From Nimoa we made our way to Misima Island on the outside of the main archipelago. We negotiated another narrow entrance into Bugoiya Harbour and up to the town of Bwagaioia. Bugoiya is the main port but since a very vibrant gold mine on the island closed several years ago it is now rundown with derelict wharves, old machinery littered around, and partly submerged vessels dotted around in the shallows. Approaching the wharf we recognised Moses from Bagaman Island and his outrigger tied alongside, Moses acted as our guide through the town which gave him a sense of importance.

Misima Island is the most eastern island in the Louisiades where any form of commerce takes place. Bwagaioia has an airport, guest house, four independent stores (with security that would almost match any Australian airport) all run by Koreans, bank, and post office within the bakery. Fuel and LPG is available sometimes, depends on a coastal trader from Alotoa which doesn't appear to have a schedule. On the day we were there LPG supplies had been exhausted for at least a week, diesel supplies were down to the last three 200ltr. drums, no zoom available, with no indication of when the next boat was due. General cargo came by plane twice a week.

Whilst here we visited the Guest House and had a warm beer, bought some delicious bread at the bakery, interesting to note that when the bread first comes out of the wood fired kiln it's sold at full price but each hour after that the price reduces to the point that it's final price for the day is about a quarter of its starting price rarely is there any left. We should have bought more). Below the guest house council workers were using two old Victa 16 inch motor mowers, getting the soccer pitch ready for games the next day.



From Misima we worked our way back into the archipelago anchoring in 22mtrs of crystal clear water at Kamatal Island within its own surrounding reef. We stayed here for two days snorkelling and marvelling at the spectacular fish life and coral formations. Kamatal Island only has five residents but has a yacht club and book exchange being a legacy of the days when past organised rallies visited the lagoon. The island residents have only just completed another building that has o/night accommodation, (This was suggested to them by a previous yachtie, after a BBQ and drinks ashore) in the belief that the rally was to be an ongoing affair. Sadly we were the only ones to have visited the Island in the past 14months. They were disappointed to find out that as far as we knew the rally was no longer happening.



Sign above entry reads.

WELCOME TO KAMATAL NEW YACHT CLUB IN 2011

KAMATAL YACHT CLUB BUILT IN 2007 OPENED BY

CATAMARAN 5'O CLOCK SOMEWHERE IN 2009

PS - This is not a mistype.

Leaving Kamatal we ventured East again motor sailing, into a strong 25-35kt SE often dipping the bow into the green water, five hours later we sailed into serene Hoba Bay,



Mal

Pana Numara Island anchoring off a superb beach just outside of the fringing bommies. You guessed it swim time again, before trading in earnest began, it was here that we were offered sweet corn & pineapples for the first time in a trade. One villager Mal (pictured) bought freshly cooked and still warm sweetbread (damper) prepared by his wife out to both boats with an invitation to visit the Island, as well as asking how many other yachts were coming.

Pana Numara Island among others in the group had been hit by Tropical Cyclone Ita in March earlier this year, causing untold damage to their gardens and crops. Since then Mal had been working two gardens in the hope that he would do well trading with the rally yachts. He was very disappointed to learn that the rally was not happening, however this did not dampen his spirits nor his friendly demeanour. Just before we departed two days later Mal again bought out fresh damper for both boats.

From Pana Numara we worked our way back to Bagaman Island to renew our acquaintance with Moses, Chief Gulo, trade for more Baggi & pick up hand carved nameplates for *Irish Mist* and *Champagne Charlie* which we had requested when last here.

Running out of time & with more places to visit we only stayed one night here, much to every one's dismay, Early next morning we were chased by canoes and sailing outriggers some to say farewell others still hoping to trade for the last time. This scenario was to be repeated as we sailed past other islands with youngsters in canoes coming from the shore trying to overhaul two yachts under full sail that might have some lollies left.



Chief Gulo with daughter and grandson

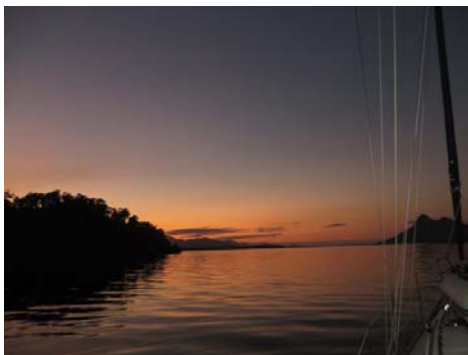
After an aborted attempt to enter the lagoon surrounding Utian island (struck our first bommies here, we had the sun in the

wrong place, as well as missing the entrance by around fifty mtrs tensions were running high for a while) we decided that Panasia Island two mile away was a better option. *Champagne Charlie* who had managed to negotiate the narrow shallow entrance to Utian Island on hearing of our decision turned and followed us.

Panasia Island was our last stop in the Louisiade Archipelago. Entering the lagoon with the sun behind us, Rosemary helmed through the maze of bommies to my hand directions from the bow, eventually anchoring off a small secluded beach, in twenty meters of crystal clear azure coloured water, (anchor still visible) with a backdrop of coconut palms & banana trees flanked by towering undercut limestone cliffs caused by years of water action, the place had a very "Thai" like feel.



The beach was begging for a BBQ and swim



It was here that we met the first and only other cruising yacht since we had been in PNG *Cest les Vie* from Adelaide was heading for Kavieng New Ireland, and had been enjoying this anchorage for nearly a week. The next two days offered fantastic snorkelling, fishing, walking deserted beaches, bird watching, BBQ's ashore, trading with passing fishermen for more crayfish of course and enjoying the beautiful sunsets. A fitting farewell to the Louisiades.

Leaving Panasia we crossed the Jombard Passage dodging the heavy shipping again and made for Bramble Haven lagoon.

Punawan Island inside the lagoon is surrounded by crystal clear waters & is the permanent home to six people who made us very welcome, only two spoke any English. It was here that we managed to find our last four "D" size batteries much to the delight of a young girl because they bought her boom box back to life (not sure for how long as we could hear it playing into the night). Her father rewarded us with crayfish.

The Island is very low & surrounded by a brilliant white beach, where turtle tracks and nests were visible, coconut palms and sheoak trees abound with bird life, abundant tropical fish life all within its own coral reef. With our departure date for Australia looming, we reluctantly left and made a night passage back to Samarai Island in order to clear out of PNG.

Our last day in PNG was spent exploring Samarai Island situated on the China Strait this was once a thriving trading port exceeding Port Moresby in tonnage and Administrative Capital of Milne Bay Province PNG. January 1942 the Australian Government ordered its evacuation and destroyed the wharfs etc. for fear that it would fall into Japanese hands. The island has never recovered, with the administration moving to Alotoa in Milne Bay. In 2006 it was declared a National Historical Heritage Island by the PNG Government, only 24 hectares in area many of the old fortifications are easily visited. The wharf area and town is very rundown, recently the PNG gov. granted 1.5million Kina to restore the towns church.



Samarai Island church



Samarai general shop

Visiting the general shop (supermarket) was an experience in itself, all goods are displayed behind iron barricades, to purchase anything you must make your decision on the product from at least 1.5mtrs away then proceed to the counter where your selection awaits you, and even then there is security on the door as you exit.

The only industry on Samarai now is pearl farming.

Getting our customs clearance from Felix we sailed back to Rogea Island and re-anchored in the same place as we did on our arrival in PNG 48 days ago. While Rosemary and Lisa took the last of our trading goods over to Kwato and picked up their skirts, previously ordered from the Mission, both Shayne and I did an underwater inspection and scrub of both yachts before setting out for Aus. that evening. The return voyage to Cairns with very favourable winds was faster than anticipated causing us to tread water outside the

reef for twelve hours otherwise incur the \$350 overtime fees from customs and Quarantine for arriving on a Sunday.

Distance travelled Cairns to Cairns 1680nm

Time 55days.

Fuel 81ltrs diesel - mostly for running refrigeration & battery charging.

Paul & Rosemary Kerrison.

SV *Irish Mist*



*Getting to know each other,
the crews of Champagne Charlie & Irish Mist*

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Galley TipsMark Stephenson

- Wipe plates, cutlery and fry pans first with paper towel to make washing up easier
- Install a saltwater outlet in the galley for rinsing, saving fresh water
- Use the same size food containers in the fridge so there is no wasted space and less stress trying to pack everything away
- Thermos make a coffee plunger in stainless steel. Keeps coffee hot for a long time and much safer than the glass style
- Cryovac-ing fresh meat prevents leaking of blood and juices onto the fridge floor
- Pre-cook meals and freeze in plastic containers, so they will last longer and help keep the fridge cold if you don't have a freezer. Also makes it very easy to quickly present a wholesome meal after a hard day at sea.
- Cook hard boiled eggs and warm up tinned food in salt water
- Flatten cardboard packaging and keep under a bunk or in the dry bilge, for recycling when you return to your berth.
- In our temperate climate, potatoes, onions, garlic, ginger, sweet potato keep well in brown paper bags
- Remove the bottom of the can after emptying the contents, then flatten the can. Takes up much less space in the rubbish bin.
- Remove excess packaging of food and other items, at home, or before you leave the berth. This will reduce the accumulation of rubbish on your trip.



**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 5 May 2015**

MINUTES

In a departure from the norm the guest speakers made their presentation prior to the formal meeting. Refer to Item 15 for details.

1. Opening

The formal meeting opened at 9:30 pm, Commodore Alan Butler presiding.

2. Attendance and apologies

51 members signed the attendance sheet. There were 24 apologies and 1 guest.

3. Minutes of the last meeting (April 2015).

The Minutes as published in the May Albatross were confirmed and signed.

4. Business Arising from those Minutes

There was no business arising from the Minutes.

5. Introduction of new members and presentation of burgees

The following new members were welcomed to the Club, presented with their burgees, and said a few words about their boating experience.

- Richard and Annette Philpot (*Heather Anne*)
- Geoff and Clair Tomlin
- Matt Westland and Sally Cooper (*Alchemy*)
- Ken and Therese Holmes (*Aquila Star*)
- Eloise Carr (*Samos*).

6. Vice Commodore's Report – Tony Peach

The formal Report is contained in the May *Albatross*. Specific points made by Tony at the meeting are as follows.

- **North Simmonds mooring:** Pursuant to the positive response by members to this opportunity the Committee decided to proceed with the purchase of the mooring. The purchase has been finalized and details will be forwarded to members shortly by email and included in the *Albatross* (and placed on the website).
- **Sykes Cove/BIS/HOW:** Tony confirmed the attendees for forthcoming cruise/dinner next Saturday (8 boats & 20 persons).
- **Cornelian Bay:** Scheduled for 30 May. Cost is \$45/head for a 2 course lunch. Firm bookings will be required. Details will be forwarded by email.

- **CYCT boat database:** Tony urged members to respond to Keith Wells' email requests for information on members' boats (past and present) for the 40 year history documentation.

7. Rear Commodore's Report – Catrina Boon

The formal Report is contained in the May *Albatross*. Specific points made by Catrina at the meeting are as follows.

- **Speaker for June GM:** yet to be advised.
- **Kermadie/Franklin Cruise:** Members were reminded of the forthcoming long weekend cruise (5-8 June). Planning is well advanced and details will be forwarded by email in due course.

8. Treasurer's Report – Alex Papij

Pursuant to a recommendation by the Committee, a proposal for an increase in the membership fee from \$70 to \$80 was forwarded to members via email on 1 May 2015. Copies of the Profit & Loss and Balance Sheet were made available for members at the meeting.

The Treasurer advised that the financial position remained healthy but that on an annual basis costs now slightly exceed revenue. Relative to the FY budget the financial position is slightly in arrears. A few specific points were made by Alex as follows.

- Inflation will be some 8% for the period from the previous increase in fees.
- The major expense is the *Albatross*. The difference between the Club revenue and the *Albatross* cost of production about \$3-4,000 which has to meet other expenses including speakers, insurance, functions/venue hire, PO box.
- It was noted that we currently do not pay for DSS facilities for meetings etc. but this may not continue in perpetuity.
- Significant (greater than inflation) increases in postage are anticipated in the coming year.
- The recommended \$10 increase is proposed to balance the books over the next 2-3 years.

There were a number of questions and comments from the meeting and appropriate responses by the Treasurer. The key points were as follows.

- Details for current bank balances were requested and provided. (Working account, ~\$3,000; Paypal account, ~\$2,000; Investment account, ~\$33,500.)
- Some members questioned the proposed increase given the size of the Club's reserves.

- There were suggestions for discounted membership for older and/or non boat owning members.
- Some members considered the increase very reasonable given the period since the last increase and inflationary cost pressures.
- A motion for the proposed increase in fees (proposed by Alex Papij, seconded by Tony Peach) was carried with only 2 votes against.
- Based on comments by members, the Commodore committed the Committee to consideration of 2 related matters namely: (a) the appropriate size and management of the Club's reserves; and (b) the option of a social or non boat owning membership category.

9. Women on Boats – Heather Doubleday

Heather was an apology.

In Heather's absence, Kim Brewer provided an update WOBs activities generally with a particular focus on new members who may not be familiar with the WOBs activities. Specific details included work on forthcoming boat and radio license courses, diesel engine maintenance (14 June, Franklin) and the WOBs weekend away (North D'Entrecasteaux Channel, 3 boats available, 22 & 23 May). Refer to website for details.

The next WOBs meeting is 19 May at DSS at 5:30 pm.

10. Reports from other officers

- Alex advised that the Entertainment Books are available for purchase through the Club.
- Hans advised that the first winter forum would be held on 26 May with John Brierley speaking on all things related to anchoring. Hans noted that the timing has been changed to 5:30 pm to better suit DSS constraints.

11. Commodore – Alan Butler

Alan's formal Report is contained in the April *Albatross*.

12. Other business.

The following motion by Leigh Miller, seconded by Margaret Jones, was carried.

“The Secretary be asked to provide a formal request through the Albatross for members to make suggestions as to the type, location, duration etc. of cruises to be conducted by the Club prior to the preparation of the 2015/16 Cruising Calendar.”

Margaret also suggested that it would be useful to look at relevant details in the Club minutes since 1995 as part of the future cruise planning.

13. Next Meeting

The next GM will be on 2 June 2015 at DSS, 7:30 pm. (**Note the change from the prior normal time of 8:00 pm.**)

14. Close

The formal meeting closed at 10:02 pm.

15. Guest speakers (8:00 pm):

Catrina introduced guest speakers from Tassal, Fiona Ewing (Community Engagement Officer) and Linda Sams (Head of Sustainability).

Fiona and Linda spoke about Tassal's operations including changes in community engagement and work culture, improvements in sustainability, and the longer term plans for Tassal's salmon farming operations in Tasmania.

The presentation provided some new insights into the salmon farming operations and generated a good deal of discussion.

On behalf of the Club, Margaret Jones thanked the speakers for their presentation.



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- Double cabin fwd and large double in separate cabin aft.
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