



# *Albatross*

Volume 31

No 9

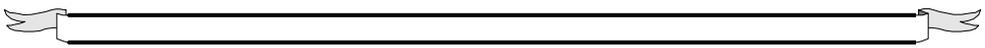
October 2005



For service and dedication  
Ken and Doris Newham

*Newsletter of the  
Cruising Yacht Club of Tasmania*





**THE CRUISING YACHT CLUB OF TASMANIA INC.**  
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**[www.cyct.org.au](http://www.cyct.org.au)**

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???

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**Rear Commodore**

Milton Cunningham H 6247 6777 Boots n' All

**Treasurer**

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**Secretary**

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**Editor**

???

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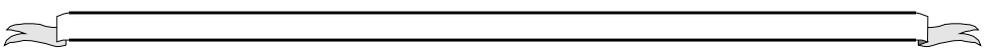
Erika Johnson Doris Newham

**Deadline for copy: 2nd Tuesday of the month**

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## Musings from the Acting Editor

Dave Davey

Windclimber

Last month I said that the September issue would be the last *Albatross* I would edit for the present, as it was my expectation that a new Editor would be elected at the AGM. I now find myself in the unusual position of putting together the October issue, although in reality the *Club* has no elected Editor. I will be travelling this time next month, so if someone does not come forward to be Editor, there will be no *Albatross*.



Of course that is not the only problem facing the *Club*; we don't have a Commodore or Secretary. The Commodore is more than anything else the public face of the *Club*. Put that way, any member could do the job. The Commodore also chairs the general meetings, but does not do so on their own, either during the meetings or in preparations for them. Other officers are always in support, especially at the Committee meetings where plans for the general meetings and the *Club* in the broader sense are drawn up.

The Secretary is also a critical officer, through keeping minutes, but perhaps more importantly drawing up agendas of the general and committee meetings. Again almost anyone could do the job. It only requires the discipline on making notes on what is happening in discussions rather than getting involved in them!

So dear reader, ask yourself which job you would like. The *Club* is at risk, and really needs you.

There is now a little content on the web site, including the membership list in the "Member Resources" area, accessible only with a username and password. Email [webmaster@cyct.org.au](mailto:webmaster@cyct.org.au) to organise password access.

Dave

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### Vice Commodore’s Report

Rosemary Kerrison

*Obsession*

A beautiful spring day was just what was ordered with 4 boats cruising to Stockyard Point for the day barbecue on Sunday 18<sup>th</sup> September. Not much wind unfortunately for sailing to the venue but a short sail back was very acceptable.



On Saturday 15<sup>th</sup> October Dunalley Canal will celebrate 100 years since it opened. The Governor William Cox will officially open the festivities at 2pm by unveiling an anniversary plaque. The program is being organised by the Dunalley Neighbourhood House group and will comprise of a market on the banks of the canal with local food and wine, a photographic exhibition, a symbolic lantern parade and towing down the canal of a burning barge. Australia Post has also commissioned a special postmark for letters posted at Dunalley Post office between October 10 – 15. The official sail past the Dunalley Fish Market will commence from the Fulham Island end led by the Governor in the police launch at 3.45pm. "Obsession" is going over to the celebrations to represent CYCT and any other boats are more than welcome to join them. More details will be available at the October General Meeting.

I remind members that there will be the four days Show Weekend Cruise to Huon River/Surges bay area for any boats that would like to participate. Because daylight saving will have commenced some may choose to head down on Thursday evening.

November 26<sup>th</sup>, 27<sup>th</sup> I have organised a cruise to Simpson’s Bay for a spot of fishing and relaxing. Maybe even a sail for the keen ones.

A *Club* Cruise Calendar will be included in the November *Albatross* for members to have on board to refer to for cruise details.

Happy sailing

Rosemary



### New Members

Welcome to:

Richard & Becky O’Connor

*Endurance*



## Rear Commodore's Report

### Milton Cunningham

*Boots "N All*

Trevor Faust the Facilities Manager of MAST, provided members who attended the *Club* meetings on the 6 September 2005 with an overview of:

- the jetties that are owned and maintained by MAST around Tasmania,
- the upgrade that is being undertaken in relation to navigation aids in the lower channel,
- the dredging program for the Denison Canal and the St Helen's bar way,
- the upcoming 100<sup>th</sup> anniversary celebration of the Denison Canal and
- the development of the VHF and HF communications networks for Tasmania.



Trevor answered questions from members and explained the background to the public jetty at Kettering, Little Oyster Bay. He gave details of its use and the problems that MAST officials encounter while attempting to maximise the use of the facility for both the commercial (traditional) users and the recreational users.

### 4 October 2005

Life as a submariner is the subject of talk by Cmdr Ian Dunbabin; former Senior Naval Officer Tasmania. Ian has recently retired from regular naval service and returned to Tasmania.

### 1 November 2005

The *Club* meeting will be held at RotorLift, 100 Holyman Avenue Cambridge at 6.30pm. This will provide members with an opportunity to look at the helicopters, safety equipment and the rescue equipment. RotorLift have made their BBQ available to the *Club*. Members should bring their own everything (other than tea and coffee). The management of RotorLift have advised that **alcohol is strictly prohibited**. Please accept this restriction and come and enjoy a very informative meeting.

### Christmas Function 3 December 2005

The CYCT Christmas function will be held at the Regatta Pavilion at 6.00pm. This will be a night of fun and a night to be remember. There will be a theme, nautical or naughty-gal, I'm uncertain. Dinner and entertainment are to be provided. Yes, there will be entertainment, because you will be providing it. Don't be the one to arrive with flat batteries in the camera. Paul if you bring a video camera this year don't let it out of your site before as copy is made.

**6 December 2005**

This general meeting may also be away from the RHRA pavilion with a probable early start. However it will be on the waterfront in the Hobart area. More information later.

Please contact me with your ideas for March, April, May...

Milton

<i>Club Calendar</i>	
October	
- Saturday 1 <sup>st</sup>	2pm Sail Past for opening of Season Raft-up afterwards
- Tuesday 4 <sup>th</sup>	General Meeting
- Saturday 15 <sup>th</sup>	Denison Canal 100 <sup>th</sup> Anniversary
- Thursday 20 <sup>th</sup> to Sunday 23 <sup>rd</sup>	Long weekend cruise to Huon River
November	
- Tuesday 1 <sup>st</sup>	General Meeting at RotorLift
- Saturday 26 <sup>th</sup> Sunday 27 <sup>th</sup>	Cruise to Simpson's Bay
December	
- Tuesday 6 <sup>th</sup>	General Meeting

## Membership Information Updates Wanted

I am checking and updating club member details prior to publishing a new Membership List and Yacht Register in November. Would members please let me know if any of the following details have changed:

1. Address
2. Phone number(s) especially Mobile phone number(s)
3. Boat Name and/or Boat design
4. Sail Number
5. Call Sign
6. Email address

I have very few email addresses, if you are now connected to the net, please send me an email ([annick@windclimber.id.au](mailto:annick@windclimber.id.au)).

Annick Ansselin  
*Membership Officer*

## Seattle to Juneau, Alaska

**Dorothy and Steve Darden**

***Adagio***

Alaska is Spectacular! Having come south through the Inside Passage from Sitka, Alaska last autumn, this year we decided to travel quickly north so we could spend the best of the summer months in Alaska. The scenery and wildlife have been sensational, and we have not seen the best of it yet. Alaskans are friendly and relaxed. The atmosphere is that of a big small town, steeped in history, surrounded by enormous wilderness. The native Indian presence and influence have enriched our experiences, as we meet them and learn about their sophisticated culture, connections to the natural world and inventive technologies and enjoy their beautiful arts.

We departed Bainbridge Island, Washington on April 17, and mostly-motored the 1,520 nautical miles to Juneau, Alaska in a little over two months time. This was in spite of having ADAGIO hauled to repair our starboard engine after hitting a log at the end of the third week of our journey.



When we were making good time we would gain one degree or more of latitude north per day. The long daylight hours allowed us to travel for 12 hours or more each day if we wished. Why do we care about daylight? Because these waters are full of logging debris and crab pot floats, which can only be spotted by 100% attention to the water in front of the boat (no more 24 hours a day sailing up here). As it turns out, had we not been delayed, we would have found ourselves much wetter and colder farther north. But we still managed to stay ahead of the thundering herds of boats from Seattle and Vancouver.

We have had many opportunities to see the local sights, with plenty of sunny days for

photographing the scenery and wildlife. When the winds were howling offshore, and water became rough in the main channels, the minor channels were placid. What wind there is follows the channel. The prevailing spring southerlies brought us mostly following breezes. Visibility has almost always been good. Our only fog was in the Strait of Juan de Fuca. The Pacific High has been slow to move north this year.



We followed a flexible schedule, asking visitors to come to us, by float plane if necessary. We changed our plans and destination, delayed our departure date or chose a different anchorage, at a moment's notice, according to the changing weather and sea state.

The necessity of having to stop the boat quickly to avoid hitting a log, crab pot float or fish net just about eliminated the desire to actually unfurl sails.

Compared to British Columbia, there are fewer hazards to navigation in Alaska, but icebergs and bergy bits float around in the northern inlets and sometimes out into the channels.

It requires a close study of the tide and current tables to ensure safe transit through the numerous narrow channels, rapids and passes at slack tide. Tide rips, eddies and whirlpools become strong, fast and dangerous at max flood and ebb. When we took advantage of favorable currents we boosted our speed over the ground by as much as 4 or 5 knots. And of course, contrary currents really slowed our progress.



We made it safely to near the top of Southeast Alaska, and slowed our pace to savour the glaciers, forests, waterfalls, whales, eagles, orcas, sea otters, puffins and bears. We made the right decision to hightail it to Alaska.

## **Bad News?**

*If the back of this issue has got  
Adornment in red with a dot  
Then it seems to be true  
That your subs are past due  
And send the next issue we'll not!*

## Pendulum Cruises the South Seas Part 2

Pat Price & Penny Lade

*Pendulum*

It is some time since we provided an update on *Pendulum's* trip into the South Seas. The first letter detailed the crossing of the Tasman sea to New Zealand and life at Opuia. The delay has largely been caused by a terminal illness in my previous computer which took with it to the grave a nearly completed edition of this article.



*Our voyage area - 300 nm grid*

Penny and I hired a car to travel to Auckland to meet new crew members Richard, my brother, and Terry. However, our departure from Opuia was delayed as Drina and single-hander Mike Thurston were spotted at the Customs Dock having arrived from Hobart. Some of you may be aware of Drina and Mike if you have read a delightful book "Dolphins at Sunset" written by Liz Thurston detailing a circumnavigation some 20 years ago with their then very young children Drina and Christian. Read it!

Drina had been in Tasmania to participate in the Tassie circumnavigation cruise. Mike and I were close friends in the late seventies when we both lived on New Britain, at Kimbe, in Papua New Guinea. I had recently bought in Sydney a Nicholson 32 called

*Rozinante* but was unable due to time constraints to bring her back to PNG. Within weeks of my return to work at Kimbe, Mike departed for Sydney to bring her up.

It was wonderful to renew that friendship with Mike and he is currently undertaking a similar trip as *Pendulum* but more of that in a later newsletter.

We waited until Mike had been given clearances and secured a berth for Drina at the Marina then he joined us to go to Auckland. On the way we stopped at Whangarei for lunch but really to inspect, at some cost, the excellent boat shops around the harbour. At Auckland we visited the harbour that is the remains of the Americas Cup extravaganza. Most impressive are the harbour itself and the support facilities and the number of "superyachts" that have taken advantage of the aftermath.

Somehow Richard and Terry slipped past us at the arrivals area of the airport as they did not know they were being met and were intent on finding a bus. Luckily we located them in good time, had a meal, and took off on a nighttime drive back to Opuia arriving about midnight. We spent a couple of days around the Opuia/Pahia area and then stocked up *Pendulum* with food and duty free grog and departed.

The plan for this leg was to reach Nuku'alofa, the capital of Tonga, with hopefully a visit to Minerva reef along the way.

The sail from Opuia to Minerva Reefs started with calms and motoring for a couple of days then, rather like the crossing of the Tasman Sea, we encountered NE winds which meant again tight sheets. Luckily the wind strength was moderate, typically about 20 knots.

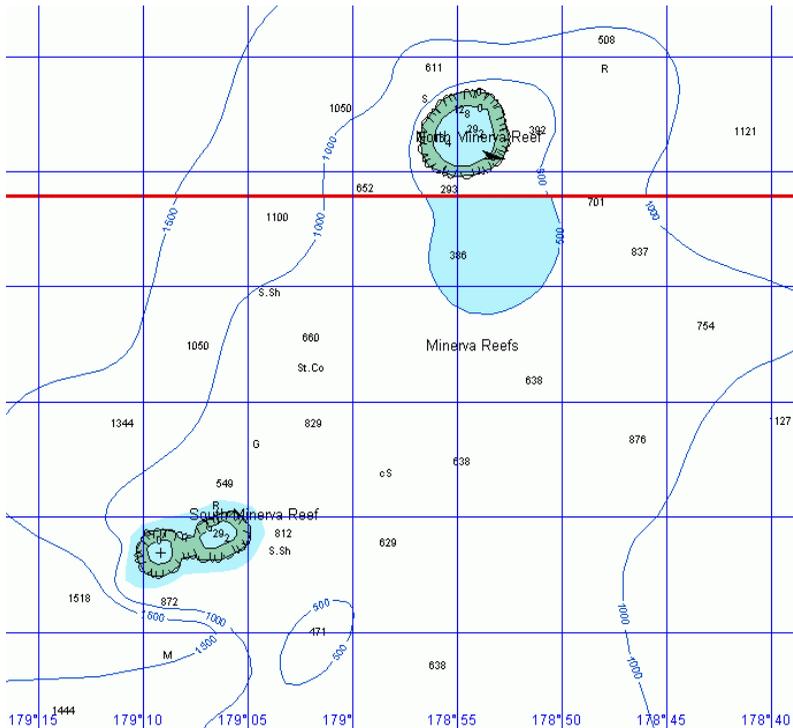
There are two Minerva Reefs, North and South. We arrived at the southern reef very late in the day, had no trouble finding the only narrow reef entrance and were more than pleased to anchor in the northern end of the enclosure in the lee of the reef and had a swim in the now warm waters.

Port Davey and these oceanic reefs have a bit in common - desolate, untouched, uninhabited, potentially wild with weather and visually stark and breathtaking.

The NE winds continued, so we moved up to North Minerva hoping for a wind direction change and to get a bit closer to Tonga. The wind direction did not change and the short hop to Nuku'alofa was difficult. We found ourselves directly downwind of the destination and tacking angles on the ocean in 20 - 30 knots of wind are high. Distance made good in the destination direction was painfully hard to achieve.

We continued a pattern of making night entries into foreign harbours and arrived at Nuku'alofa about midnight helped by a full moon that allowed visual identification of the reef passage though the electronic chart and GPS system were accurate. One of the leading lights was out and a single light is not all that convincing.

Once inside the reef we enjoyed the sail into the harbour area with free sheets and



*North and South Minerva Reefs - 5 nm Grid"*

the moon. We anchored in the lee of a small island (Pangaimotu) a mile or two from Nuku'alofa harbour which we entered next morning and secured *Pendulum* "stern to" inside the breakwater amongst other yachts, mainly New Zealanders. We then cleared customs, immigration etc. "South Sea Islands" at last! Our first of the Polynesian islands! Now the voyage was really in full swing.

Terry had to return to Hobart the next day allowing time for a brief inspection of the town, a beer or two and a pleasant restaurant meal.

Richard and I enjoyed this little capital city that has a pretty name but parts are a bit industrial though the town centre is pleasant. A few days after arrival, Richard returned home and Penny flew in. We did not visit neighbouring islands or other parts of this island as we were aware there were better things to see in northern Tonga. The sail north to Vava'u was downwind for a change, passing through the Ha'Apai island group during the night and early morning, saving this area for a future

trip, a very enjoyable overnight sail. Again a night entry into the Vava'u islands and *Pendulum* anchored in the lee of Ovalau Island, safely thanks to our radar.



*Pendulum wants to get to her next port!*

The Vava'u group have and deserve a huge reputation as a cruising destination, based at Neiafu, the main township are more than thirty "Mooring's" with charter yachts, all Beneteaus of various sizes.

The cruising grounds are world class for beach and coral island hopping. Northern Tonga is a tropical island paradise. The weather is perfect, both sea and air temperature around 27 degrees. Lots of other yachts to socialise with. All that makes it just great, but what really makes the place is the Tongans.

There are only 102,000 of them and each one could teach us "falangis" as we are called a few things. Firstly they are incredibly proud. I do not mean cocky or anything like that. Just very much at ease with themselves, a bit like some country folk in Tasmania can be if you know what I mean. Their family and social structure and their

Christian religion largely supports that. They are not in the least intimidated by the likes of us or any other foreigner. They respect us and admire us but know they are equally as good. I reckon they are better than many of us. They shine and smile.

They are a handsome race. They are big! But that does not worry them. Dignified at all times. Manners are very important, they give us yachties a bit of leeway where necessary. They are beautiful and have a ton of class. Smiles and welcomes are the scene.

The other afternoon Penny and I were alone on board at an island somewhere and a canoe came along side, very politely, and with respect for our topsides and privacy. The young man, called James, was invited on board for a biscuit and a drink and an exchange of ideas. His English was pretty good. He was a joy to have on board and soon left with a couple of small gifts. What I am saying here is that, at age 11, he was, in a nice quiet way, an absolute young gentleman. His parents would own nothing of real material value, maybe a pig or two and a very modest house.

In the few weeks we spent in the area, Penny and I alternated between visiting the islands for swimming and diving and town life at Neiafu where the yacht club is the focus. A pretty town on the side of a hill overlooking the very protected harbour.

Next – Fiji

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*History of the CYCT the first 21yrs \$5,*  
*D'Entrecasteux Waterways 2nd Edition \$16.*  
*Lapel badges \$4.50*  
*And a couple of odd sizes in Polo Shirts make Barry an Offer*

## *Invitation*



*Hyacinth and Richard extend a cordial invitation to all family members and parishioners to attend the*

*CYCT Christmas Party  
Royal Hobart Regatta Association Pavilion  
3 December  
6.00 pm sharp*

Make this entry in your diaries now.

Please be aware that Hyacinth will be awarding prizes to the people that best represent the characters of her favourite television series "Keeping up Appearances"

Milton Cunningham  
Rear Commodore



**Leo Foley  
for  
Alderman**

*Hobart City Council*

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*CYCT member  
since 1989  
Past: Commodore  
Vice Commodore  
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Authorised by: Cheryl Pace, 33Easby Creek Rd, Lenah Valley

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## Storm Spotting

*Erika Johnson*

Severe weather events are happening all the time. Each event tends to engender comments such as "the worst in living memory"<sup>1</sup> or perhaps "the worst natural disaster in the country's history", but the vagaries of weather are such that history tends to repeat itself, time and time again.

Recently I came across part of an article published in a 1900 edition of *The Rudder* magazine. Entitled "Some Weather!" by Alfred S. Myers, the subject - about a hurricane of immense proportions - is particularly pertinent following the recent events in New Orleans.

*The Galveston Hurricane, so called because its full fury fell on Galveston, Texas, originated in the West Indies and struck Galveston on September 8, 1900, where it raged for eighteen hours, reaching a peak velocity of 135 miles an hour. The wind and the tidal wave caused by it constituted the worst natural disaster in the history of our country. It was estimated that from 6,000 to 8,000 people were killed, 1,500 acres of homes were destroyed, and property totaling a value of \$20,000,000 was ruined, leaving 8,000 people homeless.*

*Galveston itself was flooded to a depth of from four to sixteen feet, and twenty Texas communities for forty miles inland were inundated by the sea. A 4,000 ton British steamer which was moored at a city pier was carried crazily by the tidal wave for twenty-two miles inland to be finally stranded high and dry on a thirty foot bank. In its wild trip it was carried clear over Pelican Split and Pelican Island.*

*It is little wonder that Galvestonians still date much of their city's history from "the year of the Storm."*

The Weather Bureau does a very important job in forecasting severe weather events. One component of the Australian Bureau of Meteorology's service is a national network of volunteer Storm Spotters who provide "on-the-spot" information about damaging storms.

Over 2000 Spotters are drawn from all walks of life, reporting storm activity either on a freecall telephone number direct to the forecasting offices or by lodging report cards. They supplement the Bureau's existing network of weather stations and cooperative observers. The information they provide has a tremendous impact on the

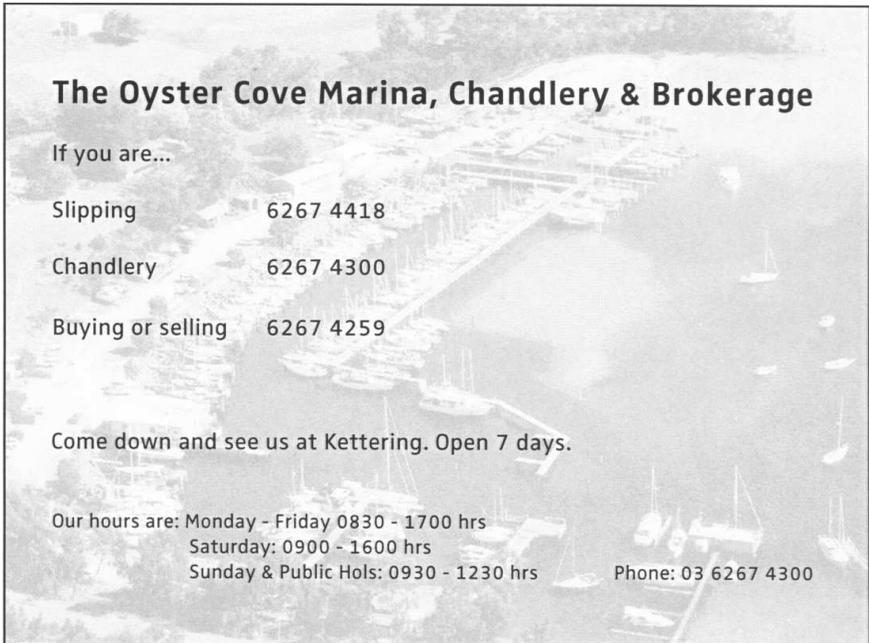
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1. The Editor is reminded of a tale told by Roger Badham concerning a colleague, who in studying the history of Australian weather patterns supplemented the Bureau's limited records from the early days of colonisation by studying newspaper archives. He observed references to "The worst .... in living memory" occurred repeatedly over periods of time, and concluded that human "living memory" was only about 3 years!

Bureau's services, allowing the Bureau to verify warnings, calibrate weather radars and improve understanding of the frequency and distribution of storms across Australia.

The Bureau provides comprehensive training material to new Spotters and a "StormSpotter" newsletter is published with articles on severe weather events.

If you would like to join this network, contact your local Bureau of Meteorology office.



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## Prospective New Members

Application for membership has been received from:

Geoff & Sandra Rosan

*Vento*

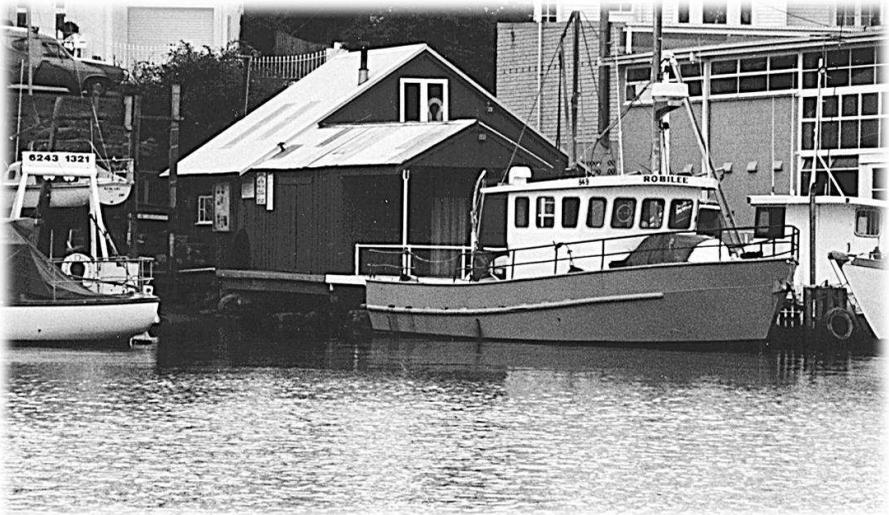


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**Minutes of the 30<sup>th</sup> Annual General Meeting of the Cruising Yacht Club of Tasmania held at the Royal Hobart Regatta Association Pavilion, Queens Domain, Hobart, at 8:00 pm on 6 September 2005.**

**WELCOME**

Commodore Helen Stewart opened the meeting and welcomed 25 members and two guests to the meeting.

**APOLOGIES**

Nil

**GUESTS**

Jean Rosevear and Trevor Faust.

**MINUTES OF THE PREVIOUS MEETING**

Minutes of the 29<sup>th</sup> Annual General Meeting of 7 September 2004 were published in the October 2004 edition of the Albatross and ratified at General Meeting in October 2004. The minutes were read by Commodore Helen Stewart who then asked for a motion to accept the previously ratified minutes.

Moved: Ken Newham. Seconded: Keith Wells.

Roger Locke asked that the minutes be adopted.

Moved: Roger Locke. Seconded: Keith Wells. CARRIED

**BUSINESS ARISING**

Nil.

**CRUISING PLAQUES**

The Commodore announced that a cruising plaque was awarded to T & S Davidson and family (they were not present at the meeting). The Commodore presented a cruising plaque to Andrew Boon on behalf of A & J Boon.

**SPECIAL PLAQUE**

The Commodore presented Ken and Doris Newham with a plaque in recognition of their service and dedication to the *Club* and wished them well in their move to Smithton. [see cover photo - ed.]

**ELECTION OF OFFICE BEARERS**

Commodore Helen Stewart declared the committee positions vacant and invited Patricia Locke to conduct the election of office bearers for 2005-2006.

*Commodore*

No nomination received. Position vacant.

*Vice Commodore*

Rosemary Kerrison - nominated Helen Stewart, seconded Keith Wells.  
Elected.

*Rear Commodore*

Milton Cunningham - nominated Helen Stewart, seconded Keith Wells.  
Elected.

*Treasurer*

Dennis Lees - nominated Wendy Lees, seconded Paul Kerrison. Elected.

*Secretary*

No nomination received. Position vacant.

*Editor*

No nomination received. Position vacant.

*Warden*

Keith Wells - nominated Helen Stewart, seconded Rosemary Kerrison. Elected.

*Membership Officer*

Annick Anselin - nominated Helen Stewart, seconded Keith Wells. Elected.

*Committee Members*

Chris Creese and Andrew Boon - nominated Helen Stewart, seconded Keith Wells. Elected.

As a commodore was not elected, Patricia Locke invited the Vice Commodore Rosemary Kerrison to take the Chair.

### **COMMODORE'S REPORT**

Helen Stewart presented the Commodore's Annual Report. [see below - ed.]

### **VICE COMMODORE'S REPORT**

Rosemary Kerrison presented the Vice Commodore's Annual Report.

### **REAR COMMODORE'S REPORT**

Wendy Lees presented the Rear Commodore's Annual Report.

### **TREASURER'S REPORT**

Andrew Boon presented the Treasurer's Annual Report.

*That the Treasurer's Report be accepted subject to audit.*

Moved: Andrew Boon. Seconded: Helen Stewart. Carried.

*That Peter Dawson continue as Hon Auditor subject to his acceptance.*

Moved: Andrew Boon. Seconded: Roger Locke. Carried.

*That the Flag Officers' Annual Reports be accepted.*

Moved: Roger Locke. Seconded: Keith Wells. Carried.

### **GENERAL BUSINESS**

Nil

### **CLOSURE**

The meeting closed at 8.35pm.

Rosemary Kerrison	Milton Cunningham
<i>Vice Commodore</i>	<i>Minutes</i>

## **Commodore's Annual Report**

6 September 2005

### **Business**

A *Guidelines for Committee* handbook has been developed and the Treasurer has produced a detailed schedule for that position. These documents are designed to assist future committees in their planning.

A submission was made to MAST's Recreational Boating Fund for horizontal waling boards on the Barnes Bay jetty and our previous submission for the Kettering

jetty was approved. A dinghy jetty in Quarantine Bay has been thoroughly investigated. A submission was also made about public access to the Kettering jetty.

Committee meetings have been brought forward one week, so they are now held three Tuesdays before general meetings. This gives the Editor more time to gather committee reports from meetings and produce the Albatross.

We continued discussion with MAST about the proliferation of moorings taking the best spots in some bays. MAST invited Southern boating clubs to a forum and discussion revealed that the vast majority of clubs were against moorings in cruising anchorages.

We continued discussion about the Mariners Cottage lease with the National Trust. The Trust's Administrator, Martin Green, has taken an active interest in finalising the matter and a licence agreement has been proposed for the cottage. We have submitted our requirements for the Cottage to the Trust and expect a response soon.

A laptop computer was purchased during the year to replace the *Club's* old one. The laptop is intended for use by the membership officer this year, however its users will vary according to need.

### **Cruises**

A succession of interesting cruises was held. The biggest cruise was to Great Taylor's Bay in October with about 20 boats. Also on the calendar were cruising up the Huon River, the Derwent to New Norfolk, day picnics, and a delightful visit to Norfolk Bay. A man overboard day was held in Alexanders and a range of equipment and techniques were tried out.

The inclusion of a full year's cruising planner in the Albatross has made planning the year's cruising and social activities easier.

A number of *Club* boats appeared in the Wooden Boat Festival and some members volunteered their time as well.

Barnes Bay again benefited from the *Club's* Cleanup Australia Day effort and the Donald Sutherland Memorial Navigation Cruise was won by Andrew Boon in May.

Cruise of the Year is awarded to Tom and Suzy Davison on *Perwinji* for their trip to Queensland and Cruising Plaque awarded to Andrew Boon for his Deal Island trip.

### **Guest Speakers and Social Functions**

Guest speakers covered a broad range of topics and were well focussed on achieving the *Club's* aims of instruction, and included practical demonstrations for flares and fire equipment, presentations on weather, emergency control, Coast Guard, several cruising adventures and an author.

Social functions including the Christmas dinner dance at DSS and the Anniversary Dinner were a great success.

### **Regatta Pavilion**

A huge cleanup in the storage area at the Regatta Pavilion has added to the amenity, and the installation of the second of two lockable cupboards means the library can be opened up easily for meetings.

Early this year our honour boards were destroyed by gatecrashers. They are

currently being replaced and in future will be put away after each meeting.

### **Membership**

Membership fees were raised this year for the first time since GST was introduced. We have gained 11 new members this year. Even though the new members night was a small gathering this year, it is a nice way to welcome new members and have them meet the committee.

### **Albatross and Cruising Guide**

The Albatross has featured an interesting range of stories from members with several bumper issues published. Back copies of the Albatross are being scanned and will be available in the future on CD.

A website has been created and the format for the cruising guide developed. The initial guide will be web-based and the South Coast is the first area to be covered. The outline for the South Coast project has also been submitted to the Australia on the Map Committee as the *Club's* contribution.

Thank you to the committee for their contributions to the *Club* this year. We have had a busy and productive time and worked well as a team. Finally, I have enjoyed my time as Commodore and I have appreciated the opportunity to give something back to the *Club* that has provided so many interesting and enjoyable occasions.

Helen Stewart, *Commodore*

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## **Vice-Commodore's 2005 Annual Report**

It gives me great pleasure to present my Annual Sailing/ Cruising Report for 2004-2005.

Introduction of a *Club* Sailing Programme this year provided members with prior information of cruises. This worked well and I hope this will be continued with an insert in the October Albatross.

Cruises at Easter, Show Weekend, New Norfolk, June Long Weekend and Norfolk Bay (a big thank you to Sallie and Tony Creese for again offering their holiday cottage for a social gathering) were well attended by members taking advantage of the longer breaks. Regular calling on VHF Channel 77 kept members informed of venues and any changes of destinations.

Andrew and Judy Boon on Reflections won the Donald Sutherland Navigation Cruise and Kiap's crew won the crews questions. Many thanks to the organisers of this successful event, which has proved to be very popular, and an important part of the *Club's* activities. This year we were again grateful to Oyster Cove Slipyard and Oyster Cove Chandlery for their generous donations presented to the winning crews.

A number of *Club* members entered their boats in the Wooden Boat Festival and many others enjoyed their hospitality and conviviality adding to this great spectacle.

Congratulations to tom and Susie Davison and their three children for winning

the Cruise of the Year award for their cruise to Keppel Island aboard "Perwinji."

A cruising plaque was awarded to Andrew Boon on "Reflections" for his rewarding trip to Deal Island.

10 days on the Island's musical event was attended by a few *Club* members who showed their expertise by using shrouds, sails, stays, fenders, winches and anything else that made a noise to create an interesting cacophony of sound.

Each year the *Club* takes part in Clean Up Australia Day and does its little bit to keep some of the bays free of rubbish. After the clean up the rubbish is taken to a designated spot for the relative Council to collect.

A successful Man Overboard exercise was held in February this year. The weather was not kind but there was a lot of sharing, experimenting with equipment and awareness of how difficult it is to achieve a good result in calm conditions let alone hazardous ones.

First Aid and VHF Radio Operators Licence courses have been offered to *Club* members but due to lack of interest have not been held. From this I can only assume everyone has a licence and certificate.

Many *Club* boats assembled behind Commodore Helen on *Meridan* to take part in the sail past of the *Egeria* to officially open the RYCT Sailing Season.

This year was the 30<sup>th</sup> Anniversary of the *Cruising Club of Tasmania Inc* and many members celebrated by taking part in the traditional "Gluhwein" on board boats in Constitution Dock before moving on the Rockerfellers for a celebratory dinner.

A very eventful, busy year of cruising. I think you will agree.

Rosemary Kerrison

6<sup>th</sup> September 2005

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### **Rear Commodore's Report 2004/2005**

I have great pleasure in presenting the Rear Commodore's report for 2004-2005 year.

Our Christmas dinner, navigation trial dinner and 30<sup>th</sup> Anniversary dinner all proved very successful encouraging members to join in the camaraderie of the *Club*.

Guest speakers at our monthly general meetings created interest for members particularly the marine fire safety night at Cambridge and the flare night supervised by MAST.

Allana Corbin was a great draw card, as was Joe Charlton from the Kettering Coast Guard. Mal Riley from the Bureau of Meteorology gave us an interesting presentation and Andrew Boon and Bob and Penny Tyson enthralled us with their talk on Deal Island. Dave Bryans presentation on incident control systems was very well received. many thanks to all.

My thanks again to the committee for standing in for me on a couple of occasions during the year.

I would like to say how much i have enjoyed my role as Rear Commodore and the fellowship provided by the flag officers and members of the *Cruising Yacht Club*

throughout the year.

Wendy Lees

*Kiap*

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### **Treasurer's Report 2004/2005**

I present the financial report for 2004/2005.

The total of value of members' funds has decreased by \$813 over the year. This is a reasonable result as the membership subscription has not changed for several years and the Committee initiated several programmes which required funding. Some of these were expensed (e.g. replacement of first aid kit and purchase of books for the library) while others were capital expenditure and account for an increase in the depreciation costs (e.g. purchase of a second stationery cupboard and a laptop computer).

The cost of printing and distributing the *Albatross* is about 60% of the subscription income and is seen as a major benefit of *CYCT* membership. The costs per issue were similar to the previous year.

The premium for our insurance decreased again, but the coverage provided by the Policy has gone down. We are committed to completing a risk management assessment which will result in the same premium being charged in 2005/06.

The subscriptions for 2005\_06 were increased from \$42/\$40 to \$50/\$48 (family/single rates). This will increase subscription income by approximately \$850 which should allow the *Club* to fund its ongoing operations from the income received in the year, rather than decreasing its cash reserves as happened in this year.

The *Club* continues to use the Australian Tax Office self-assessment procedure to claim tax-exempt non-profit association status. The *Club* is not registered for GST.

Finally, as this is the end of my third consecutive year as Treasurer, I must reluctantly hand over to someone new. I would like to thank Commodore Helen and my fellow Committee members for their cooperation, friendship and restraint, all of which have helped to make my task easier.

Andrew Boon

Treasurer

21 August 2005

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**Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Royal Hobart Regatta Association Pavilion, Queens Domain, Hobart, at 8:35 pm on 6 September 2005.**

#### **WELCOME**

Vice Commodore Rosemary Kerrison opened the meeting and welcomed 25 members and two guests to the meeting.

#### **APOLOGIES**

Nil

#### **GUESTS**

Jean Rosevear and Trevor Faust.

**MINUTES OF THE PREVIOUS MEETING**

The minutes of the August 2005 general meeting were printed in the September edition of the Albatross.

*That the minutes were a true and accurate record of that meeting.*

Moved: Dave Bryan Seconded: Phil Hepplethwaite. Carried

**BUSINESS ARISING**

Nil.

**VICE COMMODORE'S REPORT**

Rosemary Kerrison advised that the next *Club* cruise would be a day cruise to Missionary Bay on 18 September 2005.

Opening Day - 1 October 2005 - The *Club* boats participating in the sail pass will assemble near Bellerive Bluff at 1345 hours.

Royal Hobart Show Weekend - Gourlays Bay

*That the Vice Commodore's Report be accepted.*

Moved: Rosemary Kerrison, Seconded: Helen Stewart, Carried.

**REAR COMMODORE'S REPORT**

Milton Cunningham thanked Wendy Lees for her assistance in preparing the next round of guest speakers. Wendy had advised that the October guest speaker is Cmdr Ian Dunbabin who will speak about life aboard submarines.

The November meeting will be a visit to the RotoLift facility at Cambridge. Alanna Corbin has offered the use of their barbecue facilities. More details will be provided after Alanna contacts Wendy.

The Christmas Party will be held on Saturday 3 December 2005 at the Regatta Pavilion. *That the Rear Commodore's Report be accepted.*

Moved: Milton Cunningham, Seconded: Helen Stewarts, Carried.

**GENERAL BUSINESS**

- MAST will conduct a safety course at the Huon Yacht Club at 7.00pm on Monday 12 September 2005.
- Paul Kerrison advised that the 100<sup>th</sup> anniversary celebrations of the Denison Canal is to be held on Saturday 15 October 2005.
- Ken Newham advised that he had spare parts for Volvo diesel water pumps if anyone was interested.
- Leo Foley moved a vote of thanks to Barry Jones for his craftsmanship in constructing the replacement Honour Boards.

**GUEST SPEAKER**

The Rear Commodore Milton Cunningham introduced Trevor Faust, the Facilities Manager from MAST as the guest speaker to speak to the *Club* regarding the jetties and facilities which MAST own and maintain throughout Tasmania.

Trevor gave a informative presentation in relation jetties and the development of the HF and VHF communication systems.

Trevor responded to questions from *Club* members and gave details about the use of the public jetty at Kettering and problems that they experience in trying to maximise the use of the jetty for commercial fishing fleet and recreational vessels.

Milton Cunningham thanked Trevor for the informative presentation and advised that MAST was conducting a meeting at the Motor Yacht club on Wednesday 7 September 2005 to advise interested parties of the proposals requesting funding that had been received by MAST.

#### CLOSURE

The meeting closed at 2035. Members enjoyed supper together.

Rosemary Kerrison  
*Vice Commodore*

Milton Cunningham  
*Minutes*

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## Obituary?

**Dear, dear, dear...**

**The Club is looking close to death.  
No Commodore, no Secretary, No  
editor.**

**I enjoy meeting you on these pages,  
and hope it will continue. But  
things look pretty grim from here  
at the moment.**

**I hope things improve very soon.**

*Albert*



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### Did you know???

#### The *gunwale*

*gun + wale* (a broad thick timber along a ship's side) was the strengthened top plank which took the recoil of the guns in wooden ships.

#### Blue Peter

The French used a blue flag as the signal that a ship was about to sail and this flag was known as the *Partir*, which subsequently became corrupted into the English *Peter*.