



Albatross

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*Kokomo, Ilinga and Windrush on Easter Sunday morning in Encampment Cove, Maria Island
Photo: Andrew Boon*

***Newsletter of the
Cruising Yacht Club of Tasmania***



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Editorial



The Easter Cruise to Maria Island was not only a most enjoyable few days in the benign weather that Tasmania can produce during autumn, but also a good example of the benefits of cruising in company. *Margaret Ellen* developed an engine overheating problem on the way back, and it was comforting to know that *Freelance* was there to escort her through the Marion Bay Narrows and Dennison Canal should the problem become serious. *Odyssey III* also had mechanical problems and was grateful for similar support going north. And being the Narrows, the almost inevitable grounding by one of our number (no names to avoid possible embarrassment!) was dealt with swiftly by another club boat. To my way of thinking, this is what this club is all about – mutual assistance

and an opportunity for those with more sea miles under their keel to communicate knowledge to the less experienced and less confident.

The purpose of this newsletter, Albatross, is communication – principally between members. It is a vehicle for passing on tips, experience and information from member to member, and is the most effective way of ensuring that your Committee keeps in touch with all members. In this month's edition we explore some other aspects of communication.

Andrew Boon has written an extremely useful article on using the internet while cruising around the Tasmanian coast. The fact that he emailed his Vice Commodore's report to the editor from *Reflections* while moored off Schouten Island would indicate that he can talk with authority on this subject.

Dave Davey, the Club webmaster, has contributed some background to the history and use of the club website. Like it or not, we cannot escape the fact that electronic communication is not only here to stay, but is becoming society's preferred form of communication. Dave's article provides a comprehensive insight to a medium that is fast becoming an indispensable tool for the CYCT.

That's not all, of course. There is a great article from John and Sue Cerutti on their year long trip from Hobart to North Queensland, a contribution from Sue Powell on *Araandoo II* on their Tasman Sea passage, more practical ideas from Hans van Tuil (March meeting), details of the Donald Sutherland Memorial Navigation Cruise and dinner, and lots more. In fact, so much more that the last instalment of *Berrimilla's* two-handed global circumnavigation is being held over for a month. That's what this editor likes – more material than he can use!

Enjoy. And keep those articles and contributions coming in.

Chris Palmer

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Commodore's Report



Having been to one of the Club's life raft demonstration nights at the Friends School Pool approximately three years ago, the recent demonstration night at Collegiate Pool has reinforced my thoughts that abandoning ship into a life raft is definitely a 'last resort'! It was very pleasing to see so many new faces participating in the demonstration. Fitting out a life raft with all one's needs and including medication raises tremendous logistical issues, let alone planning ahead to deal with potential injuries to persons in the life raft.

The Easter cruise to Maria Island was well attended with approximately 12 boats making the journey. We left Kettering late on Thursday afternoon after waiting for three other boats to take on fuel. There was a strong south-westerly wind blowing which made interesting and rolling conditions for Freelance, but we arrived safely in Monk Bay and were warmly welcomed by Windrush. Irish Mist arrived about an hour later.

We could not transit the Dunalley canal until after 2:00pm on Good Friday and it was a wonderful sight as 14 boats went through the narrows together.

We found Shoal Bay calm with beautiful and fine weather for the entire stay on Maria Island. There was some good flathead fishing to be had as well!

We left on Sunday afternoon for Summers Bay and joined up with three other club boats that evening. The next morning we departed for Nubeena and stayed there overnight. We had a virtual flat calm crossing of Storm Bay early on Tuesday morning. All in all, a great trip.

I am aware other club boats were in the Channel area and that good weather was experienced by all during the Easter break.

Our Club has put in a submission to MAST for funding four separate projects. These are basically for increased navigational aids in the Channel area. Individuals can put in their own submissions for the funding of projects - it does not have to go through the club.

We are looking forward to the Donald Southerland Navigational Cruise which is planned for the 12 May 2007. It would be great to have a big turn out of club boats. I am sure that Leo has arranged an interesting program for the day. Please give your support to this event. There will also be some good prizes for the winners!

The dinner at the conclusion of this event will be at the Mermaid Cafe in Kettering. We need to pre-book numbers and pay in advance to the Club treasurer, Dennis, as soon as possible. Please note that numbers are limited for the dinner.

On a recent visit to the Kingborough Council Chambers I came across a pamphlet relating to Marine structures. Parks and Wild Life together with relevant councils are looking at the state of current structures. I hope they look at the Partridge Island jetty and decide on some remedial action on this structure

Yours in safe boating,

David Bryan AFSM

Vice Commodore's Report



I am writing this report while at anchor in Moreys Bay, Schouten Island (Wed Apr 11). There are six cruising boats here, taking advantage of an extended Easter break, including CYCT boats *Awittaka*, *Kokomo* and *Reflections*.

Maria Island, Easter

The weather could hardly have been better! *Awittaka* got off to an early start and spent a couple of days in North Bay; several boats (incl *Windrush*, *Irish Mist* and *Freelance*) left on Thursday and spent a night in Monk Bay. There was a

light SW wind which died by the end of the afternoon. I heard the following CYCT boats going through Denison Canal at about 1400: *Alkira*, *Asterix*, *Boots N All*, *Freelance*, *Irish Mist*, *Kalimna*, *Kokomo*, *Margaret Ellen* and *Windrush* (there may have been another one – apologies if I missed someone). *Odyssey III* was having gearbox and depth sounder issues so she followed *Reflections* through the Canal at 1530. I saw 0.2 m below the keel at one stage, but I'm not aware of any vessel touching bottom. The fleet



Photo – Glenys Cunningham

anchored on the southern side of Shoal Bay for the night.



Photo – Glenys Cunningham

On Saturday, crews from *Windrush*, *Asterix*, *Margaret Ellen* and *Reflections* had a short walk around the bay and checked out Riedle Bay (one boat in the southern end, which looked quite snug). We all enjoyed a typical CYCT lunch which extended into mid afternoon, when most of the fleet moved to the northern side of Shoal Bay (off Encampment Cove, at the entrance to Chinamans Bay) in anticipation of NW conditions on Sunday.

Sunday was fine and mild and some or all of the crews from *Asterix*, *Awittaka*, *Kokomo* and *Reflections* climbed Mt Maria. It was fine and calm at the top and we enjoyed fantastic views. Got back a bit late but all slept well that night. I believe that massage eventually relieved cramped muscles on *Awittaka*.

Ilinga spent Saturday night in Shoal Bay, en route to Port Arthur. *Alkira*, *Boots N All*, *Freelance*, *Margaret Ellen* and *Odyssey III* went back through the Canal on Sunday

and spent the night in Sommers Bay. Others went back on Monday (*Asterix* on Tuesday), with *Awittaka*, *Kokomo* and *Reflections* heading to Schouten Passage for a longer cruise.

Judy and I met up with my brother and family on *Two-B* and walked to Robeys Farm on the Monday, then enjoyed a fantastic trip to Moreys Bay via the Fossil Cliffs and Isle des Phoques with seals, dolphins, sea eagles and other birdlife in abundance. What a place!



Photo – Glenys Cunningham



Photo – Glenys Cunningham

Donald Sutherland Memorial Navigation Cruise, Saturday May 12th

Leo Foley has an interesting and challenging Navigation Cruise organised, with good prizes. Come along, bring knowledgeable family and friends and enjoy a fun day. The day will conclude with dinner at the Mermaid Café (Bruny Island Ferry Terminal). Details regarding booking arrangements for the dinner can be found on page 28.

For those who are out for the weekend, Bull Bay is the destination for Sunday 13th.

Andrew Boon

Rear Commodore's Report



3 April 2007 – General Meeting

The April general meeting was held at the St Michaels Collegiate School swimming pool. The meeting was well attended albeit with a somewhat different group of members to those who normally attend general meetings. It was good to see members who don't regularly attend general meetings taking part.

A number of members took to the pool to experience first hand problems of righting and getting into a life raft. This provided a demonstration to members not in the pool some of the difficulties that a person can experience trying to get into the raft unassisted (The ladder made out of tape is worse than useless.).

We were experiencing getting into a life raft in ideal conditions – warm, calm water, no wind, no rain, hail or sleet, no issues with debris from a damaged vessel and no distressed, injured or unconscious crew had to be dealt with. Had we been faced with just one or two of the above additional problems that are faced by crew when having to use life rafts, then what was difficult in near ideal conditions may have become extremely difficult.

The idea of having to live in such a confined space and deal with the issues of keeping the inside of the raft as dry as possible, maintaining a lookout, righting the raft when it capsizes and dealing with the hygiene issues that arise until rescued gives a scant idea of the ordeals that have been faced by people that have had to endure life in a life raft for several days, weeks or more.

Some members practiced throwing a line to the life raft. Once again the conditions were ideal; no wind, hail etc, and no heaving deck of a vessel, situations that could occur when rescuers recover survivors from a life raft in rough seas.

I would like to thank Barry Jones and Bill Wright for conducting the training session and I hope that members gained from either participation or the demonstration.

1 May 2007 – General Meeting

The May general meeting will be held at the DSS at 8:00 pm. The guest speaker is Richard Johnson. Richard will give a presentation on the Bridgewater Bridge proposals and the future of the Derwent River to New Norfolk as a cruising area. Richard has been working with this issue since proposals to replace the existing Bridgewater Bridge were first made.

5 June 2007 – Junior Members

The June general meeting occurs during the school holidays and the general members meeting will be preceded by a special meeting for junior members. This

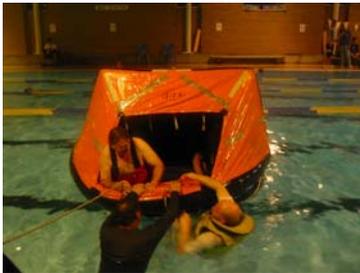
will be conducted at the DSS commencing at 6:00 pm. Activities will be held to promote and improve seamanship skills.

5 June 2007 – General Meeting

The June general meeting will be held at the DSS at 8:00pm. The guest speaker will be Eddie Wilson, a well respected trainer in relation to diesel engines.

Milton Cunningham

April 3rd General Meeting



The April meeting was better than ‘hands on’ – it was ‘into the water’. Well, it was for those keen enough to jump into the Collegiate pool and demonstrate the ease(?) with which they could enter and exit a life raft. There was no formal presentation, but Barry Jones talked about the use of life rafts and how they are provisioned, and provided relevant hand-outs. I am sure that he can forward copies of these to anyone interested who was not able to be at the meeting.



Here are a few photos of the night. The quality is a bit ordinary

as the background lighting was marginal, and the flash on the camera not up to the job of supplementing it effectively. For some reason the Rear Commodore seems to figure in most of them. Maybe he has a blue-water voyage planned?



Donald Sutherland Memorial Navigation Cruise

This annual event takes place this year on Saturday 12th May. It's a great way to brush up on some perhaps long forgotten navigation techniques, as well as have a day on the water in good company. While there is an element of competition, the event is designed to be 'non-threatening' to those who may be concerned that they do not have the skills required. So put your reservations aside, and head off to the Channel ready for an entertaining day, to be followed by an excellent dinner at the Mermaid Café in Kettering (see page 28 for details of the dinner)

The navigation cruise is being organised by Leo Foley, who has sent this update from deepest Western Australia.

Navigation Cruise organiser abandons ship!!

For the best of reasons, I won't be at the Navigation Cruise. *I'm goin' cruisin'!*

By 12th May, I should be in the Whitsundays, but will be thinking only of the CYCT navigators poring over my course clues. My trusty sidekick, Brian Links, has grabbed the helm, and the day will be better than ever! Any problems on the day can be blamed on me, basking in the balmy trade winds of the Barrier Reef. Hey, will I care?

OK, entrants, how do you get started? With a radio check, of course. Call *Freelance* (skipper – David Bryan) between **10.15 – 11.00am** on **Ch 77**. Register your boat name and skipper with the radio operator, and arrange to collect your initial course instructions. You will find *Freelance* anchored at

Lat 43° 07.520'S Long 147° 15.700E.

Start as early as possible to give yourself plenty of time.

Your radio protocol is your first task. The water has ears, and you will be marked on your performance!

The rest is easy. Just follow your nose, and have a good day on the water. I do wish I was there. Really!

Leo Foley

***Aurielle* - Hobart to Lizard Island 2006**

By John and Sue Cerutty

One year on and Sue and I are still enjoying our 24/7 living aboard *Aurielle*. Last year saw us depart Hobart on 9th April with a cold WSW wind blowing, a snow cap on Mount Wellington, brilliant sunshine and the temperature just nudging 12 degrees.



Aurielle in perfect sailing conditions off Bowen

Tasman Island served up the largest seas, swell and wind strength we encountered for the entire year, with one sea forcing its way into the cockpit. Once around Tasman and heading north at an exhilarating speed still under staysail and a double reefed main, life settled down to what was to become a most memorable year of cruising the East Coast of Australia.

After two days in Wineglass Bay we headed to Eden with a forecast predicting nothing above 25 knots, initially from the NW with a SW change in approx 36 hours. On paralleling Gabo Island and 30 miles to the east, as the sun was setting, we saw the first indication of the SW front approaching as an ominous, black, rolling cloud. As it drew closer a magnificent thunder

and lightning show developed. The wind went around the compass several times before settling into the SW, providing some great sailing through to Eden.

We found sailing the East Coast of Australia very rewarding with many wonderful anchorages, places to visit and meeting the cruising fraternity. During the last twelve months we travelled 3200 nm and have only been at sea for three nights, two of which were crossing Bass Strait. The maximum distance we travelled between anchorages was 105 miles (apart from the Strait crossing) with the average being around 40 miles. Generally we have always had time on our side

and down wind sailing was a priority to maintain a happy crew. We were able to achieve this from Eden to Lizard Island but for the return trip the SE Trades stayed in for the entire season with very little relief of wind from the North. The locals say it has been an unusual season so our return from Lizard to Bowen, approx 360 nm, was on the nose. Who are we to complain about beating to windward though when the SE winds are a consistent strength of 15-25 knots, the air temperature 28-30 degrees, the water temperature 24-25 degrees with dress requirements shorts and a tee shirt and the odd spotted mackerel being caught. So if you don't sail to windward, be prepared to support the oil companies as the distance between anchorages will increase to an average of 55 nm, and reef and island anchorages require you to have mid afternoon sun to negotiate the coral heads.

For our run between Eden and Southport (May to June) we called into or had extended stays at Broulee Island, Jervis Bay, Sydney, Pittwater, Lake Macquarie, Port Stephens, Seal Rocks, SW Rocks, Coffs Harbour, Clarence River, Byron Bay and Southport. Conditions were generally light SW morning breezes turning easterly during late afternoon as we had a large high sitting in the Tasman.

We maintained regular radio skeds for the entire trip with Tas Coast Radio on HF 4483, reporting in whenever we were on the move. Jeremy, Alistair and crew - we thank you very much for your service. We were also able to keep regular contact with Pendulum in Fiji and often heard reports from other Tassie yachts travelling in the Louisiades, New Caledonia and Vanuatu.

The coastal VMR's provide an excellent service for local weather forecasts and transit logs if you so desire.

The weather forecasting, both voice and fax, on the coast is excellent with the entire East Coast Australia Forecast provided every four hours through BOM on HF radio frequencies. We also had access to Grib Files and Buoy Weather via email,



Cruising friends - Fitzroy Island. Karen and Bill on John's immediate left are the only two non-Tasmanians

both of which can be graphically displayed on various navigational software. We use C-MAP charts and MaxSea software on our laptop for navigation with back up

paper charts or copied screen dumps from the computer. As a further backup we have an identical set up on a second computer. Our reference guides for passage making and anchorages were *Cruising the NSW Coast and Cruising the Coral Coast* by Allan Lucas, *Beacon to Beacon* by Queensland Dept. of Transport, *100 Magical Miles* by David Colfelt and *Cruising the Curtis Coast*.

The passage north of Southport was via the Broadwater to Morton Bay, across the Wide Bay Bar and up the inside of Fraser Island. The local saying is that if you have to sail to reach the Wide Bay Bar then the swell will probably not be favourable to cross. On the positive side there is a continuous stream of boats crossing the bar at the top end of the flood when conditions are right. Both passages on the inside of Stradbroke (Broadwater) and Fraser Island are navigable on high tide if your draft is less than 2.0 m. We saw minimum depths of 2.3 m on a 1.98 m tide. It also pays to note heights of overhead wires. We discovered one with a minimum clearance of 20.3 m in the Broadwater which we just scraped under.

As we travelled north three things became noticeably different from our cruising back in Tassie. They were tides, reefs and shallow water. The minimum tide range north of Fraser Island is 3.0 m and it gradually increases to 8.0 m near Rockhampton. Tides do influence your daily averages so it is worth using the tide for your benefit.

Shoals and reefs are numerous and it's a wonder that the early explorers were not shipwrecked more often as most passages have some sort of dog leg to reach the desired anchorage.

North of Bundaberg is where we felt that we really became part of the cruising fraternity. We visited Pan Cake Creek. This has a barred entrance similar to Marion Bay Narrows but is well protected from the SE Trades and resulting swell. As we sailed up the coast we had consistent SE Trade Winds around 15 knots strengthening to 30 knots the further north we travelled. A general rule of thumb we learnt was that if a ridge is extending along the Queensland coast the pressure gradient of the high in the Tasman Sea will indicate the wind strength. For example a 1020 hp high will indicate 20 knots of wind and a 1030 hp high will indicate 30 knots of wind.

From Pan Cake Creek we day sailed, stopping at Cape Capricorn, Keppel Is, Port Clinton, Island Head Creek, Pearl Bay, Hexam Island, Percy Islands, Curlew Island and then on to Mackay. A couple of notes on the anchorages. Cape Capricorn is a small cove but with a steady trade wind we tucked right in on the beach to evade the swell. The walk up to the light house is relatively steep, but worth it for the excellent views. Island Head Creek is a barred entrance and in a strong SE wind the approach can be disconcerting as it is necessary to follow approx 30 m off the outer island and rocks to remain in the deepest channel. Once rounding the last rock outcrop the depth shallows to approx 3.0m HW across a sandbar prior to entering the creek. Once in the creek proper anchorage and protection is good. We were there for six days waiting for a break in the strong wind warning. This

area comes under the Dept of Defence so if any military training activities are scheduled (will be reported on VHF CH 16) you cannot stay in this area. Pearl Bay is a must to visit but is subject to military training activities also. This bay is very picturesque and is totally protected by surrounding islands.

From Mackay north is the start of 'One Hundred Magical Miles' which is the Cumberland Island Group. For us as first timers visiting the Whitsunday's by yacht it was a special experience from the point of view of spectacular scenery, idyllic anchorages, access to all services, beautiful white beaches and coral reefs. Although numbers in anchorages can be numerous at times, this did not detract from the beauty for us. Our son Mathew joined us in the Whitsunday's for the mid semester break and had us swimming or snorkelling everyday. He just couldn't get enough of the warm water. We were fortunate to get a lull in the SE winds to stay overnight at Bait Reef and The Stepping Stones and explore the lagoon of Hook Reef. We found Airlie Beach an easy place to anchor out and were able to stock up on supplies using the marina dinghy jetty. This is located on the inside of the most eastern arm beside the rock wall. Hamilton Island is a good drop of and pick up point for visitors. The marina will allow you to tie up for \$11/hour. Water and fuel are available, as is a Laundromat and bakery.

Once north of the Whitsunday Group the number of cruising yachts decrease but it is seldom that you will have an anchorage to yourself. The islands become more tropical and the reefs more spectacular.

Sailing via Woodwork Bay, Double Bay, Gloucester Passage and Gloucester Island to Bowen we enjoyed the company of Tassie friends, Maurice and Karen Crawford, on board. Bowen is the forgotten town on the coast with very little development happening, but has a large following of road travellers who crowd out every park in town. We anchored on the northern side of the town at Greys Beach which provided good access to coastal walks, swimming beaches and the town. Water is available at the boat ramp.

Generally we found water and access to supermarkets an easy walk from our anchorages all along the coast and most towns and islands have large developed esplanades for public use with electric barbeques, tap water, showers and swimming pools.

Leaving Bowen we had some lucky strikes, and I mean lucky, as the fish were not so large that they would break our 200lb lines. We anchored under Cape Upstart, Cape Bowling Green (which has the local nick name of Cape Rolling Green) and then on to Magnetic Island where our daughter Angela joined us for ten days. Horseshoe Bay on Magnetic Island is an ideal anchorage in the trade winds. It is a large bay with a developed foreshore of taverns, backpacker's hostel and small shops. There is also an excellent IGA supermarket at Nelson which can be reached by bus from Horseshoe Bay. The anchorage will generally have approximately 20 – 30 cruising yachts and the weekly meeting for 'fivesies' at the Boat Shed on the esplanade is where a lot of friendships are developed.

As the wind forecast was SE 10-15 knots for the week after Angela's visit we left Magnetic Island for Hinchinbrook Island stopping at Great Palm Island and Orpheus Island. The weather continued to hold so we had two very settled days in Zoe Bay, walking up to the water falls and freshwater swimming holes.

Continuing along the eastern side of Hinchinbrook Island we visited Agnes Island, Ramsay Bay and Shepherd Bay anchoring between two small rocky points with a pure white sandy cove and palm trees. Sue and I were in dream land with such a setting all to ourselves, or so we thought. A short time later a catamaran spotted our setting and decided to join us. Bill and Karen, on *Harmonic*, a Lightwave 35 catamaran, are from WA and became our sailing partners through to Lizard Island.

Island hopping north we enjoyed the likes of Brook Island, Dunk Island, Mourilyan Harbour, Kent Island, Fitzroy Island, and Michaelmas Reef then into Cairns.



Watson's Bay - Lizard Island

All islands provide shelter from the SE with a small sand/coral cay running off the NW end on which you can land your dinghy.

Cairns was our last major shopping stop prior to heading off to Lizard Island. As we planned to spend five weeks before our return and with several

friends and relatives travelling with us, catering became a major consideration. With stores and friends aboard we headed, off stopping at Low Isles, Hope Isles, Cook Town, and Cape Flattery and then onto Lizard Island. Nothing could prepare us for the magic of this island. On entering Watson's Bay we were mesmerised by a pure white silica sand beach, crystal clear waters, reefs abundant in tropical fish and coral and the best SE anchorage on the coast (no roll). On dropping the anchor it was a dive over the side and a 50m swim to the reefs on either side or to the beach at the head of the bay. Who cared that the wind didn't ease below 15 knots our entire stay. With twenty or so other cruisers, a variety of walks, snorkelling, visiting near by and outer reefs and sundowners every night on the beach with the odd smoked mackerel being served around the cruising fraternity one could not wish for more. Entertainment during our stay varied from the beach wedding of two long time cruisers, hosting of the Lizard Olympic Games (an annual event) and watching the AFL Grand Final at the staff bar of the Lizard Island Resort in the

adjoining bay. During our stay three other Tasmanian boats that we had shared various legs north with arrived at Lizard Island. They were Rob and Cate Lowry on *In Decision*, Glenys and David Clark on *Maritime Express* (their previous boat was *Huon Dream*) and Jeff and Judy Ritchie, from Devonport, on *Le Maris*.

When the wind eased there was usually a mad exodus from the bay to the outer reef anchorages of Macgilvray Reef, The Cod Hole, Dynamite Pass or the Ribbon Reefs. Our day came and we were able to snorkel the Cod Hole. It was hard to take it all in in the short time available at slack water. In 15m of water you could see the bottom clearly and the number, variety and size of fish, including a bronze whaler shark (well fed) was staggering. Note, this is a 'No Anchor Zone' so you need to pick up a Parks or a private mooring.

Our time at Lizard Island was the highlight of our year and we will return. The sail south was harder than cruising north because of headwind conditions, but as described earlier going to weather in shorts and Tee shirts isn't difficult. Our return as far as Bowen was on the wind. Although all the locals were saying it would change to the north in October we had no such luck this year and fellow cruiser who waited at Lizard Island as long as mid November still faced the SE trades.

We are currently cruising in Morton Bay and the Broadwater prior to slipping *Aurielle* at Mooloolaba in April. We then intend heading offshore to Vanuatu for this cruising season. We have joined a rally that is being organized by Dr Allan Profke and there are currently six yachts registered. The route planned is to depart from Brisbane to Huon Reef (northern tip of New Caledonia) then onto Luganville on Espirit Santo Island.

Some hints we suggest when cruising north are:

1. Take a minimum of 9 months
2. Sun /Rain covers, you will never have enough
3. Easy dinghy launch and retrieval.
4. Reliable outboard motor because of strong tidal flow and consistent winds.
5. Antifouling - 4 coats minimum if ablative is used as it will wear very thin after 9 months.
6. Shallow draft is nice. We are a centre boarder.
7. Costs, it will never be as cheap as yesterday! All walks of life are out there having a go, so don't hesitate to join us. Marina fees are generally \$28 – \$38 per night for 17m. Note they are very strict on overall length and length is measured from bow spit to the extent of dinghies on davits.

If you wish to contact us with any questions our email address is: cerutty@we.net.au

Accessing the Internet while cruising E & SE Tasmania

Andrew Boon (Vice Commodore)

I am writing this while anchored in Cooks Corner, Freycinet Peninsula. It is fine and sunny, very light NW wind and Judy and I are having a coffee while we think about going ashore for a walk along the beach. I emailed my Vice Commodore's report from Moreys Bay and the Editor asked for a few details on how I've organized internet access from *Reflections*.

Apart from wireless LAN access in some marinas, options for email access from cruising yachts are generally limited to satellite phone/data, HF radio and cellular mobile systems. The cellular option disappears once you get further offshore or to remote areas (eg Port Davey and many seaward facing bays on our eastern and SE coastline). But there are many areas of the east and SE which have good cellular coverage and that is what I am using.

For those who aren't aware, until recently I worked as an engineer with Telstra Mobiles. Having said that, it is also a fact that none of the other mobile phone providers (Optus, Vodafone and 3) has any significant coverage on the East Coast or in the southern section of D'Entrecasteaux Channel. So for mobile phone and mobile internet access in these areas, you need to be connected to the Telstra CDMA (possibly as an Optus customer as Optus re-sells Telstra's CDMA service) or Next-G system. From early 2008, you'll have to be connected to the Next-G system as CDMA is being switched off.

I have a data cable which connects my laptop to my mobile phone. With my Next-G phone, the data cable was included in the accessories supplied with the phone (unlike the data cable for my old CDMA phone, which cost an extra \$130 or so on top of the phone!).

The cost for sending and receiving the amounts of data needed for email and internet access make casual access on a voice plan very expensive (typically \$25 per MB). On a typical daily session, including checking the weather map and forecasts from the Bureau of Meteorology site, up and downloading emails and possibly an internet banking transaction, data volumes can be around 2 MB. Telstra has "3G Browsing Packs" which can be purchased for periods as small as 1 month, on top of your voice plan. I purchased a \$59 pack for April, which gives me 200 MB of data, more than enough for a couple of weeks cruising. If I exceed 200 MB, additional data is charged at 25c/MB, a lot better than the casual rate of \$15/MB! You can also buy a \$29/mth pack (70 MB) and an \$89/mth pack (500 MB), amongst others.

See <http://www.telstra.com.au/mobile/mobiles/prices/datapacks.htm> for more information.

Download speeds vary, depending on your signal strength and how many others are using the system at the same time as you. I have seen peak rates of over 800 kbps. The upload peak rate is 384 kbps.

You can improve coverage (and data rates) by using an external antenna. Many phones have an antenna socket and can be connected to an external, marine grade antenna. I haven't done this yet - my phone is wedged into the bookshelf, just under the cabin top above my chart table. If you are thinking about getting a Next-G service, make sure that the handset comes with a data cable and has a socket for connecting an external antenna to it. A car charger (cigarette-lighter plug) is also a good idea as it means you don't have to run an inverter just to charge your phone.

Apart from the network access, you need software loaded on your laptop, which usually comes on a CD with your phone. Once loaded, just click on 'connect' and, providing you have coverage, you're away. It's a good idea to switch off Automatic Updates, if you use them, as they could easily blow your download limit. There are also firewall and browser settings which you can use to limit the pop-ups, images, etc, which will also increase the volume of data.

If you are going up the East Coast of Australia for a couple of years and want mobile broadband, you can purchase a PCMCIA card or a standalone modem (USB connected) which are 3G services in their own right, ie you don't have to share your voice service with data. The \$/MB rates are better for these types of service (from all providers), but you have to buy the modem or sign up for a 24- or 36-month contract. For casual use like mine, I'm happy to use my phone with a data cable.

Our Tasman Passage

From Sue Powell – Yaraandoo II

It was Valentine's Day when Customs came down to Oyster Cove
For Yaraandoo and her crew were ready - the Pacific to rove
Up the D'Entrecasteaux, through Storm Bay and beyond Tasman Isle
The ocean was waiting - yes mile upon mile.

Like two young lovers all besotted
We trimmed the sails and our course we plotted
Across the Tasman - we had time to learn
Of our destination - the Land of the Great Silver Fern.

Mal de mer was my lot on days one, two and three
Surely there was some place else I'd rather be
A stationary high pushed us on a more southerly course
So no rhumb line sailing, but we felt no remorse.

Days four, five and six on a beam reach were we
Dolphins and albatross and yes more miles of sea
Days seven eight and nine found the mainsail, jib and spinnaker flying
The sky was deep blue and the breeze simply sighing.

Serene night watches with the stars so bright
The Milky Way - a cascade of diamonds - a wonderful sight
We sailed on and on across the sea so calm
To watch the bioluminescence was such a balm.

No speed record to be had, we were ghosting along
Savouring the moment - yes we feel we belong
For Yaraandoo seems at peace and at one with the sea
Wouldn't you like to trade places with Mike or me?

Two hundred more miles before the hustle and bustle
Did I say? Its Nelson were bound for - not Russell
No spare thoughts for the city life and workaday chores
We are all set to explore New Zealand's distant shores.

We'll be thinking of you as gather for the annual dinner
Here's a toast from us - "The CCCA - as a Club it's a winner"
I'll send more tales of Yaraandoo and me
As we sail farther from our Homeland - girt by sea.

Sue Powell



e-CYCT

Dave Davey (CYCT Webmaster)

In July 2005, our club registered the internet domain name **cyct.org.au** enabling us to establish a number of internet services. The web site **www.cyct.org.au** is the most obvious of these, but there are a number of others that assist our operation. This short article will outline some of these.

Where it all happens

When we set up the initial web site in 2005, we did so using an Australian web hosting service. Although the web site itself worked well enough for browsers, some of the internal workings were restricted, and a number of the related network services (detailed below) did not work well. In July 2006 we moved the site to an American web host, dreamhost.com, piggy-backing on an account held there by the CYCT webmaster. This move was a good one, apart from exporting some dollars. It enabled easier management of the site, and improved ancillary services. The computers which subserve our electronic services (the **e** in the title) are located in Los Angeles.

Web site

It's better to look at the web site rather than read about it! In practice it is significantly divided in two. The first part has the usual set of links to other sites, means of contacting Committee members, information on meetings, and a section on the *Club* history.

The second part is accessible *only* to people who have a username and password. This is intended to restrict use to members, and provided no member with a password passes this on to anyone else, this should be the case. If you have an email address but have not given this to the club, please advise the Membership Officer at MembershipOfficer@cyct.org.au. Of course these days anyone can have an email address for free using organisations like hotmail, yahoo and gmail. You do not need to have a computer or network connection if you use public access machines like those in the libraries or on-line access centres, or use a friend's machine.

The "Member Resources" include access to the membership list, either as a list or as a searchable database. You can search for a member name, boat name, email address, etc. And it also includes copies of the *Albatross* - more below. Perhaps most usefully, you have the ability to edit your own database entry. If you change your address, email, phone, boat etc., you can change these in the database. The changes are immediately visible to you and other members.

Databases

The member database is a very important part of the CYCT. As mentioned above it can be viewed and edited by members. Some Committee members can also make changes, notably the Membership Officer. The database contains your financial status, and this could be used by the Treasurer for record keeping. It is used each month to print the labels used to post 'Albatross', and used each year to prepare the printed copy of the Membership Register.

A second database of former members helps the Committee from time to time, and is valuable to the Membership Officer if a member who has become unfinancial pays their subscription. Their record can be moved back to the member database.

Another database contains information on future meetings. The content of this database is maintained by the Rear Commodore. When you view the web site home page, the information on the next meeting is retrieved from that database and displayed to you.

A new database containing updates to the new replacement for the Waterways guide, *Cruising Southern Tasmania* will be made available once the new edition is available. (It has been printed and a small number of copies have reached the club.)

Mail aliases

Mail aliases are convenience addresses that will result in mail received by dreamhost being forwarded to a real mailbox somewhere. So you can send email to editor@cyct.org.au and that mail will reach the Editor. If the Editor changes, the address will still work; it will just forward to the new person. We have convenience addresses for all the Committee positions, and there are also many addresses related to the mailing lists described below. Amazingly there are more than 50 such forwarding addresses now.

Mail boxes

Mail boxes are real points of storage of received email. Email in these boxes can be accessed by a webmail interface, by collecting it as one does for any email box provided by an ISP, or read by logging in to the account (more on that below). We are not using many real mail boxes for the club, but we could provide boxes for members who wanted them, for example to hold their CYCT email when they are cruising, or as an alternative to hotmail and the like.

Mailing lists

We use two "discussion" lists, one for all members and the other for the Committee. Each of these lists has restricted membership. You have to be a club member to be on either list, and you have to be a Committee member to use its list. Discussion lists are designed to make it easy for a group to discuss matters

amongst the members.¹ Messages sent to the list are sent out to everyone on the list, with an added "Reply-To: " header line that results in replies going back to the list. (Of course this feature can make it rather easy to send replies back to all members when you really wanted to send a private reply to the originator, so replies have to be handled carefully!)

To prevent abuse, the messages are "filtered". As mentioned, only people on the list can send to it (which significantly reduces the likelihood of "spam" reaching the list). Certain kinds of attachments are blocked, which reduces the possibility of some viruses getting through (but does not provide any guarantees). There is a size limit. There is also a limit on the number of addressees the message is directed at. This reduces spam and other nuisance mail as well.

These lists can be quite valuable. The members list has not been that much used to date, but discussions about upcoming cruises have been useful. The Committee list is used frequently with well over 100 messages in the archive. And archives there are. Each message is stored by the forwarding system and can be accessed by people on the list.

Logins

It is possible for anyone with an account on the CYCT server to log into a secure shell account. This is really only of use to someone with some familiarity with Linux (or any Unix-like system). But it is particularly important to the Webmaster.

Albatross

Since 'Albatross' is usually provided to the printer in the form of a PDF file, it is relatively easy to make each issue available on the web site as soon as it is ready, i.e. before it is printed. Chris Palmer has been making the files available since he took over as Editor. The issues I prepared while Editor are also now available. More will be added over time.

Special projects

Having access to the above services can be very useful in support of special projects. To date the work on the waterways guide is the only significant example. The web site was used extensively to make drafts available, have a photo gallery, permit upload of PDF files too large to send by email, and provide for a dedicated email address used in advertisements soliciting submissions. A very large volume of data went between the TasMap people and CYCT members working on the guide by way of the web site. As this task has been completed, the information will soon be removed, but making available updates in future may prove to be equally important.

¹ See article in 'Going About' on page 24 of this newsletter.

Uploads

File uploads using a web interface are easy to set up. As mentioned above, these were used extensively during the work on the new cruising guide. The Editor can now use an upload facility to upload and automatically install an issue of 'Albatross'.

Costs

There are two costs to the operation of our electronic services. The first is the annual fee to maintain the domain name registration. At present this is \$44/year. The second is the cost of the hosting service with dreamhost. Because I have an account with them, and because the allocation of shell accounts, disk space, mailboxes, network bandwidth (including the CYCT services) etc. is so generous, there is no additional cost to me, so the club is getting this service for free.

Technical information

For those interested in the technical details, here is a brief rundown. The web server runs on the machine patton.dreamhost.com, which is a quad Xeon 2.8GHz processor Intel machine with more than 30 network file system mounts for user files. This machine runs the Linux operating system. The web server software is Apache, with a PHP preprocessor handling all files before Apache sends them to the requesting browser. It is to this machine that the Webmaster and Membership Officer log in if they wish to operate on files directly, using the secure shell protocol (SSH).

In practice, most work on the web site files are done on the webmaster's home machine running a very similar operating system and software. Changes to the web site content or organisation can be fully tested before copying files to the real server using the secure shell protocol. The real server in Los Angeles is therefore a mirror of the development machine running in Kettering.

The mailman server runs on another Linux machine, listserver.dreamhost.com. All interaction with this machine is by web requests (HTTP), mostly using shell scripts invoked by the PHP code running on the web server.

The MySQL database server runs on yet another machine. We use the address mysql.cyct.org.au, but the formal name of machine is lisabeth.sabu.dreamhost.com.

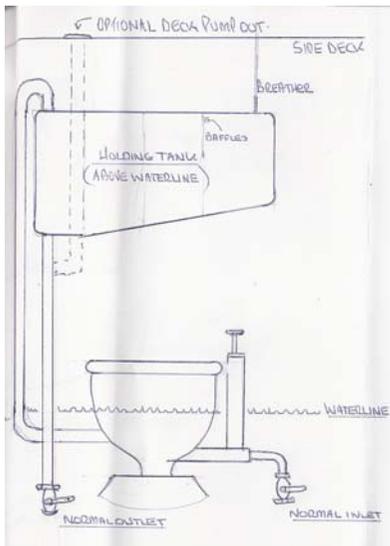
The Webmail machine, known to us as webmail.cyct.org.au runs on the machine webmail.dreamhost.com. It uses a SquirrelMail interface.

A cluster of machines handles incoming and outgoing email, with names like mx1.balanced.randy.mail.dreamhost.com for incoming mail, and che.dreamhost.com, frida.dreamhost.com etc. for outgoing mail. Postfix software is used throughout.

In summary, all the operating systems and software are "Free and Open Source" (FOSS), and as a consequence the systems tend to be extremely reliable and secure, and run for months on a single boot, interrupted only by occasional software upgrades or hardware expansions. Almost the only serious point-of-failure is with power. Notionally protected by uninterruptible power supplies (UPS) with diesel generator backup, protracted mains power outages in Los Angeles have led to shutdowns, probably in part due to air conditioning failure.

Sketches from Hans van Tuil

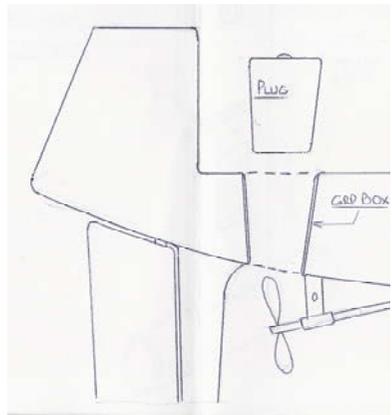
Last month we published some sketches from Hans following his entertaining and instructive presentation at the March general meeting. Here are the other two ideas that he presented that evening. Hans is away in Europe at present, so the descriptions are your editor's, who hopes he has understood the drawings correctly. Ed.



Simple holding tank

This sketch shows how a holding tank for the heads can be made and fitted relatively easily.

With increasing levels of regulation concerning discharges from boats, we can expect such devices to become mandatory in Tasmania before too many years pass.



Removable plug

This consists of a hollow fibreglass box that fits into a well in the cockpit floor. Its purpose is to allow access to the propeller without having to don a wetsuit (or strip down to undies) on those occasions that the prop gets fouled – with weed of course, never a trailing sheet.

Going About

This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.

'Cruising Southern Tasmania' now available!

'Cruising Southern Tasmania' is the new name for the third edition of what was the 'D'Entrecasteaux Waterways' guide. Our major involvement in the preparation of this essential publication has again led to the Club being able to offer copies to members at a significant discount to the retail price.

Copies will be available at the May meeting and from the Quartermaster (Barry Jones) after that. The cost will be only \$20.00 per copy. Consider getting two copies – one for the boat, and one to keep at home for planning future cruises and to make interstate visitors envious.

This latest version is in colour, and includes additional areas not covered by previous editions, including some anchorages on the Eastern side of Bruny Island.

You can preview some of the contents on the CYCT website in the Members Resources area.

Club membership fees due soon

It's that time of year again. Membership fees are payable by 1st July. You will receive an invoice in next month's 'Albatross' (which will also provide you with an opportunity to update or correct your personal details as held by the Club's Membership officer).

Your Committee will be proposing a small increase to membership fees at the May meeting for ratification by members, and the Treasurer, Dennis Lees, will be delighted to relieve you of some of your hard earned cash that night. If you cannot make the May meeting, use the invoice in 'Albatross' and send a cheque to the Treasurer at PO Box 605, Sandy Bay, Tas 7006. Unfortunately, the Club cannot accept electronic transfers this year. We have tried to set this up, but at present the gremlins are winning.

MAST Recreational Boating Fund

As you are probably all aware, MAST invites submissions from individuals and organizations each year with suggestions on how the Recreational Boating Fund could be allocated.

CYCT is putting forward four suggestions:

- A navigation light at Quarantine Point
- A navigation light on Curlew Island (Mickey's Bay)
- Removal of the crane on the jetty at Partridge Island
- Mooring piles at Huonville

Club members are encouraged to submit their own proposals, either reflecting the CYCT Committee suggestions, or their own ideas. It is reasonable to think that numerous submissions requesting the same item(s) will have a greater chance of success than a single submission, so if you agree with your Committee's proposals, please take a few minutes to send in a supporting application as an individual.

Tasmanian solo circumnavigator nearing home

Ken Gourlay, the Launceston sailor aiming to be the first Tasmanian to circumnavigate the globe solo, is now less than 3,000nm from the finish line. The venture is aiming to raise \$100,000 for a medical research charity, the Clifford Craig Medical Research Trust. Ken's website, www.spiritsoloquest.com, is well worth a look as it contains daily diary/log entries as well as photos of his trip.

The site also gives details on how you can donate to the Clifford Craig Medical Research Trust should you so wish. I am sure all CYCT members would join in wishing Ken a safe return.

Sending email to all CYCT members

The following information provided by Dave Davey is best read in conjunction with the Webmaster's article On page 18 of this issue of 'Albatross'. Ed.

Members can send email to all CYCT members by using the address members@cyct.org.au.

Messages should

- be restricted to ones that are of general interest to members
 - be short and have a useful subject line
 - preferably not have attachments - large documents, photos, videos etc. should be made available on a web site where their download is at the option of the reader
 - there should be clear contact information for the member sending the message
 - bear a "From:" line that corresponds to your email address in the membership database
-

- should be sent only to the members address, not to a long list of recipients

Note that the members' mailing list is moderated. If you send an email that is too large to the list address, or which does not appear to come from your email address in the database, you will receive a reply advising that the message has been held for attention by the moderator. It will usually be considered by one of the moderators soon after.

Note also that the list is a "discussion list". Mail sent to the list will be modified to have a "Reply-to: " header line that points back to the list. If you reply to a message you receive from the list, *it will normally go back to the list* (although you can override this with your mail program). Take care if you intend to send a private message back to the original sender.

News items of general interest to both members and others may be placed on the CYCT web site (contact the [webmaster](#)), and can be considered for inclusion in 'Albatross' (contact the [Editor](#)).

Alternative weather web site – from John Brodribb

'Friends recently alerted me to the existence of a website with more comprehensive information than we are familiar with at the Bureau of Meteorology site www.bom.gov.au

Sample www.eldersweather.com.au and see what you think.

For me a couple of windows to click onto in the website are:

- Synoptic charts that are displayed for 6 days ahead rather than 4 days offered on the BOM website.
- National radar display in close to real time on where the rain is falling, that can click into state & regional areas. The recent cyclone that came ashore near Port Headland had an exceptionally clear "eye".

The eldersweather website acknowledges the information is produced by The Weather Company based on data from the Australian Government Bureau of Meteorology. My understanding is that The Weather Company is a commercial arm of the Bureau of Meteorology, commissioned by Elders to supply weather & climate information for Elders rural clients, that is also a potential benefit for cruising sailors.

I hope CYCT members may find this of interest.'

From Erika Johnson

'We've just returned from 3½ months "cruising" round Tasmania in our Toyota Prado Landcruiser 4x4. On our travels we came across this ditty. Needless to say - it originated on the West Coast!'

DRIZZLE GRIZZLE

Dirty days hath September,
April, June & November,
February is quite alright,
It only rains from morn till night.
All the rest have thirty one,
Without a single ray of sun,
And if any month had thirty two,
They'd be bloody raining too!

Kettering Chamber Music Concerts

This winter there will again be a series of chamber music concerts at Kettering. The first is on Sunday 20th May at 3.00pm.

Piano Plus

Stephanie Abercrombie - Piano
Duncan Abercrombie - Clarinet
Jane Edwards - Soprano

will perform

Mozart: Turkish Rondo
Liszt: Consolation no. 6
Mendelssohn: Songs without Words
Schumann: Fantasy Pieces
Horovitz: Two Majorcan Pieces

Kettering Hall**3pm Sunday 20 May 2007**

Admission just \$5, door sales only.
Afternoon tea available

Enquiries: phone 6267 4584 or 6267 4852

Dave Davey is looking for a 'past its use-by date' spinnaker that could be used to decorate Kettering Hall for these concerts. If you can help, please contact him on (03) 6267 4852 or daved@windclimber.id.au.

Notices to Mariners

As well as publishing Notices to Mariners in Tasmanian newspapers, Marine and Safety Tasmania post all Notices on the web. The address is

www.mast.tas.gov.au/domino/mast/newweb.nsf/v-html/fsNotices

or go to www.mast.tas.gov.au and follow the links.

Notices going back over a year can be referenced on this site

The great Mount Maria expedition – another perspective

Thanks to David Jones (Awittaka) for this counterpoint to the Vice Commodore's idyllic description of Easter Sunday's little jaunt.



On Sunday, some members were coerced into the walk following discussions at a barbecue the previous day on the false pretence that it would be completed within about 4 - 5 hours. What ensued was a walk of mammoth proportions (for some) which took 10 hours to complete!!! The wearied walkers did not return to Chinamans until about 1800 hours - some spouses considering sending out a search party for them!! Several of the walking party were exhausted, one resorting to

several stiff shots of whisky as he boarded his vessel and another not wanting any dinner (which was astonishing as this member loves his food) and immediately taking to his bed only to have to surface throughout the night with severe cramp.

Throughout the ordeal, the group was ably managed by their fearless leader Andrew, and Ian (coming up the rear to ensure the older members were coping), but for several members the exercise will not be repeated. However, on reflection, they were thrilled to have participated in the walk and achieved their goal.



Donald Sutherland Memorial Navigation Cruise Dinner

Sat 12th May 2007

The Mermaid Café, Ferry Road, Kettering

Time – 6:30 for 7.00pm

--- MENU ---

Mains

Oven roasted chicken breast – with double-smoked ham
and King Island Brie

Panfried salmon fillet – with a mixed nut and sweet chilli
pesto crust

Oven roasted eye fillet – Dijon mustard & bush spices
with mushroom sauce

+ Garden salad and fresh vegetables for each table

Dessert

Warm steamed chocolate pudding

Mixed berry cheesecake

Cost - \$29.50 pp for main course, dessert and tea or coffee

Beer, wine & soft drinks may be purchased on a PAYG basis

Bookings

Due to limited space, bookings must be prepaid and will be dealt with on a first come, first served basis. Send your cheque to The Treasurer, PO Box 605, Sandy Bay, Tas 7006 – or pay at the May General Meeting. Note – the Mermaid Café will **not** take bookings direct for this dinner.

Mooring

Limited mooring facilities may be available at the South Haven Marina alongside the Mermaid Café for a nominal fee (double berthing may well be required). Contact the Mermaid Café direct to see if space is available – 6267 4494

CYCT Calendar

Tue 1st May

General Meeting – DSS 8.00pm. Richard Johnson will talk about the future of the Bridgewater Bridge, and its impact on cruising upstream to new Norfolk

Sat 12th May

Donald Sutherland Memorial Navigation Cruise

Sun 13th May

Cruise to Bull Bay

Sat 26th – Sun 27th May

Cruise to The Quarries

Tue 5th June

Junior Members' Meeting – DSS 6.00pm. A variety of activities to improve the seamanship skills of younger members

General Meeting – DSS 8.00pm Eddie Wilson will talk diesel engines. Eddie has had a lifetime in diesel engine maintenance, and for many years has been running the Adult Education Diesel maintenance course.

Sat 9th June – Mon 11th June

Norfolk Bay cruise

Sat 23rd June

Apollo Bay

Note – up to date details of all planned cruises can be found on the club website.

www.cyct.org.au

D'Entrecasteaux Marine Electrics

Kettering

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

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REPAIRS

REWIRING

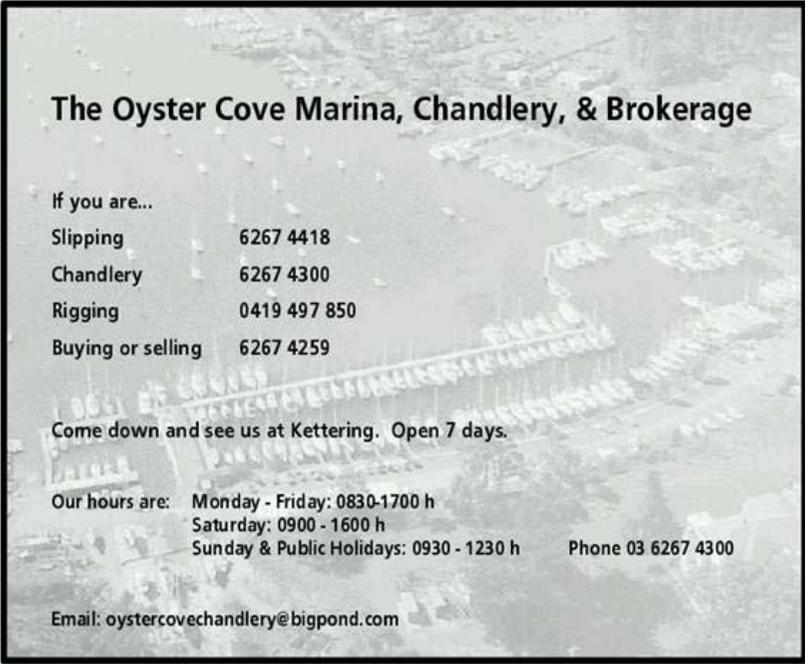
Campbell Gregory

Ph: 03 6267 4980

Mobile: 0400 871 332



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Email: oystercovechandlery@bigpond.com

Minutes of General Meeting – 03-04-07

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at St Michael's Collegiate School Pool, 3rd April 2007 at 7.00pm.

WELCOME

Commodore David Bryan welcomed members.

APOLOGIES:

Lindy and David Jones

Paul and Rosemary Kerrison

GUESTS:

Graham Field, Tanya Field, Jonnathon Field

MEMBERS PRESENT:

34

MINUTES OF THE PREVIOUS GENERAL MEETING

It was moved John Skromanis and seconded Keith Wells that the minutes of the General Meeting 6 March are a correct record. CARRIED

LIFERAFT DEMONSTRATION

Barry Jones led the discussion and practical demonstration for the use of life rafts. Some brave people actually experienced the “joy and difficulty” of righting, entering and being in an enclosed life raft. We were pleased to see children actively involved in this exercise.

Margaret Jones - Secretary



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