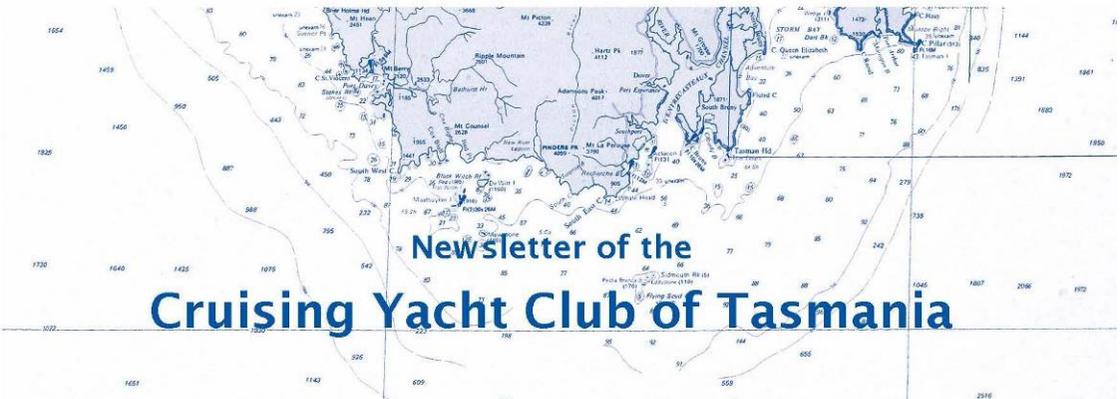


Albatross

Volume 35 No. 6 July 2009



*'Minerva' (Lew and Liz Garnham) leaving Schouten Passage for home – Easter 2009
Photo: Penny Hey*



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.

We look forward to welcoming you to our Club.

CYCT Calendar

July - Tue 7th

General Meeting – DSS at 8.00pm

Christine Coughanowr of the Derwent Estuary Program will talk about the marine pests in our local waters and the dangers of spreading them, particularly to the pristine areas to our south.

July – Weds 15th

Committee meeting

Mariners Cottage at 7.30pm

August - Tue 4th

General Meeting – DSS at 8.00pm

A speaker from the Water Police is expected..

August – Sat 8th

Annual Anniversary Dinner

To be held at 'Blue Skies' restaurant on Murray Street pier, preceded by mulled wine on board some lucky member's boat in Constitution Dock. See Rear Commodore's report for details.

August – Weds 12th

Committee meeting

Mariners Cottage at 7.30pm

September - Tue 1st

Annual General Meeting – DSS at 8.00pm

As usual, there will be no speaker for this meeting. Members are asked to bring a plate to share for supper.

September – Weds 9th

Committee meeting

Mariners Cottage at 7.30pm

Editorial



Do you ever feel like chucking it all in and heading off, under sail of course, to somewhere sunny and warm? Right now, after some ten days of much rain and no sun (which has really tested the capabilities of our passive solar home), and after reading John and Sue Cerutti's latest instalment (see page 11), this is a tempting proposition.

But as usual, practical issues get in the way. At least in my case I can look forward to a few weeks away in the northern hemisphere enjoying time with family and hopefully some better weather.

It does make you wonder, though. What is it that separates the long distance cruiser from us mere mortals who confine our activities to familiar home waters? Attitude, I guess. A state of mind. A preparedness to ignore, or at least put a lower priority on, the normal concerns of everyday shore-bound life. A recognition maybe that we only get one crack at this life so we may as well take advantage of all the opportunities that come our way or that we can create.

Perhaps I am waxing a bit lyrical because I am writing this exactly one year to the day after the start of my voyage with other CYCT members on *Alamak* from Hobart to Brisbane, and then via Cairns to Darwin. By many standards this was not a big deal, but for yours truly it certainly was - a taste of the freedom and the responsibility that comes with a longer cruise in unfamiliar waters. You could say I have been bitten. What to do about it, though. That's the big question.

Enough of the daydreaming. My sincere thanks to all those members (and there were many) who responded with material for 'Albatross' following my emailed plea. Enough content dropped into the editorial mailbox for not only this month's newsletter, but much of next month's as well. Accounts of cruises, recipes, photos, titbits - a true cornucopia of delights! Thanks indeed. Material provided by members is so much more interesting and relevant than that sourced from the web or elsewhere, as I hope this edition proves.

Until next month....

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Winter has hit hard this year! What happened to those crisp, sunny early winter days that highlight our colours and landscape? Not so, this year. All semblance of form has been lost under misty rain. First the Navigation Cruise fell foul of the weather gods, then the Queen's Birthday cruise was subjected to dire forecasts - which didn't turn out quite so bad, it must be said.

I have to confess that I have gone a bit soft of late, and the forecast was enough for us to make other plans. Norfolk Bay seemed a long way in the rain, even with the promise of a beer at the Creese shack as the

reward for effort. Those who went enjoyed it, though.

It could be my anticipation of the warmer temperatures of Hawaii in a few weeks that have me doubting Tassie's charms, but as I sail across the equator, CYCT members will be emerging from their winter hibernation to enjoy gluwein in Constitution Dock, prior to the Anniversary Dinner. Both sound good to me.

In my absence, Vice-Commodore Andrew will hold the Club reins in his very capable manner, and will host the dinner and, later the AGM. I don't think I'll be back quite in time for that.

The Annual General Meeting is a chance for the Club to renew. All positions fall vacant, and are open to any person who wants to (be) nominate(d). Some positions fall vacant because the incumbent has completed their 3-year term. Andrew has completed three years as Vice-Commodore, and Margaret has been a very able Secretary for three years too. The Constitution requires that these positions must have new blood.

I have completed two years as Commodore, but fear I cannot give the position the time it deserves. I'll be busy through to the end of October, and (if elected to HCC) for a good while after. Merv Page has also expressed a desire to step down from the Rear-Commodore position. So there is an opportunity for a 'new broom'. Please give some thought to whether you can help the Club in some capacity. If the work is shared, it is not onerous, and is, in fact, very enjoyable.

Get yourself involved and get to know your fellow members better.

Leo Foley

Vice Commodore's Report



It's 2am, raining and starting to blow a bit. A sheltered easterly anchorage has become a lee shore as the south-westerly pushes the sea up to breaking in the relatively shallow water. The rocky shoreline is uncomfortably close so the skipper decides to relocate. "Patricia On deck. NOW!" got the crew moving but the discovery shortly afterwards that the anchor had snagged an old mooring must have started the adrenalin flowing. Fortunately, there was a line attached to the head of the anchor (usually used to secure the anchor to the cathead) which Roger was able to retrieve with a boathook and lift the anchor up 'head-first', thereby releasing the snagged mooring. And so *Andromeda* was able to move from Sommers Bay to Taranna, dodging fish farms which may or may not have been lit. (For Roger's account of this incident, see page 21. Ed.)

The weather over the June long weekend was a mixed bag. There was a fair bit of rain in the bag, but the movement of a low pressure system from Gabo Is, SSW down the Tasmanian coast into Storm Bay then south of Bruny Island was what held everyone's attention. Fresh from Malcolm Riley's talk at the general meeting the week before and intrigued by the strong wind warning of 'clockwise winds at 20-30 knots around the Low', we saw the wind direction change from easterly on Saturday evening, through south to south-westerly at around 2am Sunday morning, then around to north-westerly a couple of hours later. The Low must have passed just east of us, then tracked to our south-west. An interesting manoeuvre which would have been difficult to predict from an amateur examination of the weather charts on the days leading up to the weekend.

Queens Birthday Long Weekend – Norfolk Bay, June 6-8

Five members attended the briefing at the Mariners Cottage, although none of them ended up on the cruise. "Crew revolting in the wet" and similar excuses. *Andromeda* and *Irish Mist* sailed to Sommers Bay on Friday (June 5), reporting good conditions. *Reflections*, *Rhona Marion* and *Two-B* set out on Saturday morning and arrived at Sommers Bay later in the afternoon. *Irish Mist* hosted pre-dinner drinks on board and a pleasant evening was had by all. We retired expecting E-SE winds all night, but, due to the circumstances described above, there were only three boats still at anchor in Sommers Bay next morning. *Irish Mist* had moved across Norfolk Bay to Cemetery Point and *Andromeda* was in Taranna Bay.

Finding Masons Rock was a task for the weekend, but the wind and sea in the area was a bit much for me in my bath-tub tender, so it remains to be found on

a future cruise. If anyone wants to try, we need the latitude, longitude, depth and time of recording, preferably verified by a second person. You don't actually have to hit it, just record the depth over it.

By midday Sunday, four of the fleet had anchored in Eaglehawk Bay. *Rhona Marion* headed across to Monk Bay for a quieter day. We joined Tony and Sallie Creese and their family for a very pleasant barbeque. Erika Johnson and Chris Creese drove down for the day. Apart from the food, wine and company, highlights of the day were the knitting and crochet tutorials and the cream whipping competition (it says on the UHT cream carton that 'this cream cannot be whipped'. Good try, Catrina!) But the scones were great, baked on *Two-B* between Sommers Bay and Eaglehawk Bay.

Reflections and *Two-B* moved to Monk Bay, joining *Rhona Marion* for the quietest night imaginable (it was a bit boisterous in Sommers Bay for those who remained there the night before). On Monday, all headed back to their moorings, with *Andromeda* and *Irish Mist* joining *Talisman II* for lunch at Peartree on the way. Thank you to Sallie and Tony for their hospitality on Sunday, and to the five hardy skippers and crew who decided that the weather forecast was not going to disrupt their weekend (as opposed to the coastal waters forecast, which can disrupt plans!).

Anniversary Dinner, Sat August 8

We are going to meet in Constitution Dock prior to the Anniversary Dinner on Saturday August 8th. Bring your boat in and be part of the raft-up. It will probably cost you about \$17 for the night (to Tas Ports) but it's worth it for the experience. We will aim to go in at about 1530 hrs. More information next month.

Long Distance Cruisers

John and Sue on *Aurielle* reached Noumea on May 10 and have been calling in to Tas Coast Radio on 4483 kHz (1820 local).

Phil and Helen had to do a bit of re-work on *Meridian's* hull paint job in Penang but they were hoping to be in the water before the end of June, so that they can move on towards the Mediterranean.

Future Cruises

There is talk of trips to Port Davey in Feb/March 2010. If you are thinking of or interested in going to Port Davey in your own boat or as crew, let me know and I'll publicise your plans so that others might be tempted. Or to any other destinations more than a day's sail away.

Andrew Boon

Rear Commodore's Report



The guest speaker for our next meeting on July 7th will be Christine Coughanowr of the Derwent Estuary Program. Christine will discuss the marine pests in our local waters and the dangers of spreading them, particularly to the pristine areas of our south.

Unfortunately I missed Malcolm Riley's presentation on weather forecasting, but I understand that some people came away somewhat confused. Perhaps we should have a follow up 'Question and Answer' session? Any suggestions?

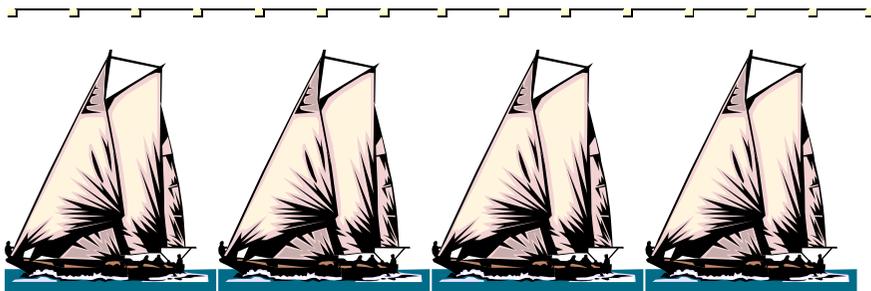
As already advised our 34th anniversary dinner will be held on Saturday August 8th at the Waterline Room of the Blue Skies Restaurant, Murray St Pier. The meal will be a la carte and we estimate that the average cost of a two course meal will be about \$40.00. plus drinks. You will pay for what you order on the night.

Numbers will be limited to about 40 and we need bookings as soon as possible. Please book by e-mailing me at pagegroup@netspace.net.au. Please do not send money. You will pay on the night according to your order.

I am still negotiating with TasPorts regarding the cost of overnight mooring in Constitution Dock. At this stage I am getting a sympathetic response from the new Corporate Affairs Manager. More later.

Regards,

Merv Page



East Coast Easter

From Lew Garnham - *Minerva*

It had been planned to go to the East Coast for Easter, especially as three weeks prior, a trip there had been thwarted by a leaking engine water pump. This had proved to be a very costly time consuming experience, especially in obtaining a reconditioned replacement. The new house battery bank (4x6Vx225AH) also required a new box and to this system an 1800kw inverter to replace the salt corroded Panda genset. The microwave was finally in the boat and operational! Interior LED lights were fitted and a flexible LED light on a lead for the engine bay. I did not realize how useful it would soon be. Cable ties tidied up all the engine wires for good measure, a perfect job! Boat together and as the out look improved the Round Bruny option disappeared and Schouten Passage was again firmly in my sights.

Early morning boat provisioning and departures had proved impossible, so in order to leave early on Good Friday morning it was 'all aboard' and asleep at the quayside on Thursday night. One a.m. and I excitedly bunk down. Denison canal transit was due for about 10:00am.

At 5:00am my sleep was interrupted by my 'dog ear' being sensitive to the little sounds of wind arising, rippling the mirror sea of darkness. After dressing quickly I cast off most of the lines and turned the key for the usual Lehman Diesel, rumble...'click'...'click'...'click'. "Oh, shell grit!"

This still Good Friday morning was a bad one. With a no go the boat packed, Dad (93 years) asleep in the forward, Ed in the saloon, and my wife Lizzie in the state room. This can not happen; this trip is doomed: No! No! I don't want to go home!

A screwdriver out so as to check the panel wires, but none were off; and then engine room was opened up and illuminated by the new lamp.

'Was the shaft lock safety circuit at fault, or was it the starter wires or the alternator?' They appeared all neat, tight and intact. Next was to remove the steering wheel and into the panel behind for the relays and other fuses. Again, all seemed intact. I tried to obtain my usual mechanic's phone number from 1223, however this was hopeless. I rang the RACT, after all, it was a Ford tractor engine and maybe a road patrol was in the area and bored? None were available but the receptionist found a mobile number for two mechanics, one at Lindisfarne and that of an auto electrician 'on-call' who had serviced the boat recently. At 6:45am all my desperate phone calls were all machine answered, except for Glen. The series of "have you tried" turned to, "I'll be down in half an

hour when I get dressed". My prayers were answered! I raced up to the club for a quick 'Triple S' and then I escorted him, his dog and a wheel barrow of tools to the boat.

In the engine room hole there was soon light in the darkness as a wire sparked the starter to turn. And after snipping my lovely cable ties, the hidden pulled off wire was revealed! My wife has been trying to get me to be tidy and see what happens! Her fault!!! About this time the oblivious crew arose for breakfast! Thank you Mr. Abbot for giving us our Easter, and we were soon away motoring down the Derwent.

It was my first skippering of the 'Canal' and 'Narrows'. My nervousness dissolved progressively and when at Marion Bay, I had that 'Oh what a feeling' feeling.

Radio contact with my brother in-law Tom, on *Big Chief*, was scratchy until then. We finally found him and with a SW forecast we rafted together in a beautiful corner anchorage of Riedle Bay. After a good meal and wine we re-anchored and 'rolled to sleep'.



Minerva motoring to Schouten Passage. Mistaken Cape in the background Photo: Penny Hey

Saturday was windless and we motored to our favorite NW sandy corner at Bryans Beach. Fresh flathead made a shared BBQ tea. Sunday morning baptized Lizzie as she stepped off the dinghy for our beach walk. The sun dried all as we walked the full length of the beach, shelling. More fishing in the

afternoon and when the SW breeze came in we moved anchorage to Crocketts Beach, Schouten Island. A beautiful spot with crystal clear water and the rhythmic sounds of a shore break. Other boats arrived. In the black night, there on the Eastern shore was the lively cacophony of the coquetting sea-birds, crooning and squawking in the darkness. On the Western side, we had other wild life sounds from intoxicating disco music off the Riviera. What a contrast!

At 2:20am the slapping and lapping of the forecast northerly broke the deep slumber, soon resumed after re-anchoring back at Bryan's corner.

The morning was still and other boats also hung like balloons, lazily chained to



Canoe Bay Photo: Liz Garnham

the bottom of the glass sea. Unfortunately it was time to go home through the Mercury Passage. The NE breeze arose and was to be enjoyed, so we by-passed the canal route to sail on to Fortescue Bay. Dusk descended as we arrived at Canoe Bay within. The

book's 3 m anchorage was 2.5m and less. The lead line confirmed the squeal of the anchor alarm. In the silence the wind whistled in the tree tops and the haunting caw of the crows echoed around the historic deserted bay. The cormorants made feathery crosses as they dried out on the rusting hulk wreck of the *William Pitt*. (See footnote).

On Monday morning we hosed off the thick mud and sea grass lifted on the chain, but the anchor was hung for motoring wash.

Out of the bay, a stiff 30 knot northerly wind and sea tossed our calm trip into action. In the lee of Cape Hauy, the staysail was hoisted for the roly polly run down Munro's Bight and the passage through the 'Hole in the Wall' under the shadows of the spectacular cliffs. As the breeze moderated, the mainsail was hoisted for the sail to the Raoul. The breeze came on again at 35k plus, the salty staysail was lashed down and I was soaked and blasted by the descending foul Raoul wind gusts. The Leisure Furl worked magic on the main and all was in control again.

We motored home by 6:00pm in the dry comfort of the pilot house 'shed'.

Dad, a true Square Rigged Cape Horner, and Sea Captain of steam and sail, enjoyed the voyage and looked forward to our next 'Get Away'.

Footnote

The *William Pitt* was originally a Dutch Trading Vessel; *Andre Reboncas* built in 1907 for the Netherlands Harbour Works Company. The steam driven single screw drove the 164 foot long ship at 8.5 knots

After being sold to the Hobart Bridge Company she was named *William Pitt*, registered in Melbourne in 1937, then at Hobart in 1942 as a coal hulk.

At the beginning of WWII she ended her working life as a breakwater to shelter the fish canning factory, ice works (Canoe Bay) and timber mill.

In the early 70's a great storm lifted and moved the chain and ballast filled wreck to its present location at the entrance to Canoe Bay (fed by Walkers Creek),

Scuba diving reports that the hull, in 6m of water, is still intact below the waterline and that the 3 metre diameter iron propeller and rudder point out to sea.

The Continuing Adventures of *Aurielle*

New Zealand & New Caledonia
January to May 2009

From John and Sue Cerutty

Arriving back in New Zealand late January we set about the general routine of maintenance and haul out in Whangarei before returning to our favourite cruising grounds of the Hauraki Gulf and Auckland area.

While John was putting the finishing touches to the new centreboard and hard top dodger I got out our trusty trolley and began the lengthy process of provisioning for the next six months of travelling. Whangarei is well set up for this because the two supermarkets are only a couple of blocks away from the marina and just an extra twenty minutes walk away the haul out yard.

The weather was not as kind to us as last year with lows coming down the east coast of NZ in continuous procession. This resulted in 20 - 40 knot easterlies and much more rain than we Tasmanians are used to. We cruised and sheltered around the Waiheke Island area while waiting for a break in the weather to head across to the



The beginning of our new 'outdoor living area' – Aurielle tied up to the pile moorings at Whangarie Marina

the Tassie circumnavigation cruise several years ago. We shared anchorages with them for a few days, sheltering from strong winds in Coromandel Harbour.

Coromandel Peninsular. Filling in time in this area is no hardship as there are many islands and little bays to visit and plenty of walking tracks to explore in the non rainy periods.

On reaching the Coromandel Peninsula we met up with the Brisbane yacht *Liberte*. Some of you may recall Steve and Liz on *Liberte* who did

We joined forces ashore one day to play tourists in the delightful little township of Coromandel. Liz had heard about a small gauge, man made railway line that took you to the top of the ridge above the town. It was about a twenty minute walk out of the township. The Driving Creek private railway was built between



Oneroa Beach , Whaiheke Island.

1970 and 2005 to transport clay for pottery making from within the property of Driving Creek but with ever increasing cost to maintain it is now a commercial venture catering for about 40,000 visitors a year. The little train winds its way up into hills thickly covered in native NZ trees, through man-made tunnels, across viaduct bridges shunting forward and backwards in the steep sections. The railway line is 3.5 km long terminating at a building at the summit known as the Eye Full Tower. This building is a replica of the lighthouse on Bean Rock which stands at the entrance to Auckland Harbour. From the lookout of the Eye Full Tower we had magnificent views down into the harbour, across the strait to Waiheke Island and beyond to Great Barrier Island.

Our day ashore became a little longer than planned because on returning to the dinghies we found them high and dry on the mud. Being mindful of the huge tidal drop in Coromandel we had tied the dinghies up beside the fishing boats at the jetty thinking they must have deep water around them, but no, the fishing boats and jetty were completely devoid of water as well. A kindly fisherman drove us back into the township where we were able to take advantage of the warmth in the local pub to await the incoming tide!!



Our little Zodiac high and dry beside the fishing boats tied to the Coromandel Wharf

A few days later we set sail again for Auckland. It was a very misty, musty, rainy Saturday morning but we were amazed at how many boat of all shapes and sizes were out and about. Auckland truly is the city of sails.

Having cruised in and around Auckland for the last two seasons a number of cruising yachts and their crews had become part of our lives, but now with our plan to return to Tassie by Christmas this year we knew that this part of our travels was drawing to an end. Several cruisers were swallowing the anchor and others travelling onto Darwin to take part in the Indonesian rally. The ease with which we have met fellow cruisers and the comradeship that is instantly enjoyed is something that went way beyond our expectations so it was with heavy hearts that we sailed into Auckland Harbour for possibly the last time to say farewell to some of these lovely people.

After our stay in Auckland we began our journey back up to Opua via Great Barrier Island. As a parting gift Auckland turned out some great weather allowing us to visit Rakino Island on our way out to Great Barrier. We had



sailed past Rakino Island quite a few times but never in weather settled enough to visit. It became yet another lovely little island to add to our list of favourites. I

Auckland Harbour, so very much like a mini Sydney Harbour

think we walked every track and road on the island and met one of the eleven permanent residents who told us the history of the island and much of the gossip about the ten other permanent residents!

The winds were really light for our sail across to Great Barrier Island so we made good use the lightweight reacher but eventually had to resort to the iron sail for the last hour or so to avoid a night entry into Port Fitzroy. Once again

the winds were kind to us and after a couple of days exploring the bays of Port Fitzroy we were able to sail further up the western side of Great Barrier to Katherine Bay an area we were unable to



Aurielle at anchor in Woody Bay Rakino Island

explore on our last visit to Great Barrier Island. From Katherine Bay we headed south again sailing to Typhena Harbour through the inside passage between Broken Islands and mainland Great Barrier. From our anchorage in Typhena Harbour we walked around the head of the bay, through the pretty little area known as Mulberry Grove to meet up with and say good bye to a



Aurielle at anchor in Kiwiriki Bay, Port Fitzroy, Great Barrier Island

friend we had met last year. This lady had been the district nurse on Great Barrier Island for many years and had completed her nurses training at the Royal Hobart Hospital with John's mum.

Our time in the Haruaki Gulf was running out as we had organised to meet Steve and Carol, our friends from Whangarei, in the Bay of Islands at Easter so that we could sail in company with them to their favourite cruising grounds north of the Bay of Islands. We left Tryphena in a south easterly of 15-20knots which gave us a broad reach to Tutukaka 62n.miles away. Next morning we



Waiwhapuka Bay, Moturua Island - Bay of Islands with Cape Brett in the distance.



The Northern islands of the Cavalli Group as seen from the highest point on Motukawanui Island

headed out in a similar strength breeze but this time from the north east so it was great to sail reach through to Cape Brett and the beginning of the Bay of Islands.

After a brief visit to Opuia to see if we knew any of the cruising yachts already gathering there in anticipation of that perfect weather window to clear out on and an even briefer stop off at Paihia to replenish our supply of fresh fruit and veggies we returned to the islands to wait for Steve and Carol's arrival.

Easter Sunday morning we began our new adventure by drifting slowly northwards to the Cavelli Island group.



Aurielle & Harlech at anchor in Papatara Bay, the southern side of Motukawanui Bay

Our first stop was in the channel between Motukawanui and Haraweke Islands to catch some snapper for tea. With Steve and Carol's knowledge of the area tea and more was landed within half an hour. We then moved on to Panaki Bay for lunch before sailing across to Papatara Bay as an overnight anchorage

Still being blessed with exceptionally fine

weather a walk to the top of Motukawanui Island gave us a spectacular view of the Bay of Islands as far south as Cape Brett and of Cape Kari Kari and North Cape to the north.

After a leisurely few days in the Cavalli Islands Steve and Carol led us up to Whangaroa Harbour.

The entrance to Whangaroa Harbour is a hole in the cliff line that only becomes visible within half a mile of the entrance. It is easily navigable and is only dangerous during a big NE swell. Once inside the harbour you are completely surrounded by high land with numerous sheltered bays from all wind directions. Our first anchorage was in Lane Cove which is surrounded by impressive rock formations with names like the Dukes Nose and the



Lane Cove – Whangaroa Harbour as seen from the top of The Dukes Nose. The Wedding Cake is on the left side.



One of the Eastern Inlets of Whangaroa Harbour

Wedding Cake. A walk, climb and scramble to the summit of Dukes Nose enabled us to view the entire harbour with the towns of Whangaroa and Totara North in the distance.

A second walk found us on the track to Totara

North. It took us along the edge of a lush green valley which had been farmland in early settlement days, then up to the top of a ridge through a beautiful rain forested area before descending to Totara North. With the onset of another low over the North Island the weather turned hard easterly and rained for several days. We happily filled in our days with Steve and Carol by playing various card and board games and learning how to become proficient Snapper fishermen. It also gave us some time to start contemplating our departure to New Caledonia. Long range Weather Faxes and Grib Files were downloaded via Sailmail and compared with the daily events. All predictions were consistent with the actual weather forecasts of the day so we were keen to get back to Opuia to complete our clearing out formalities and head for Noumea in the first week of May. Our first attempt to return to Opuia was aborted with winds stronger than expected and way too much easting in it so after nearly an hour of putting up with noserly conditions we surfed back into the shelter of Whangaroa Harbour.

Our second attempt was far more pleasant and with a more NE slant we enjoyed a two sail reach to the Cavalli Islands then pulled away to Pippi Bay anchorage in the Bay of Islands. Winds that evening were predicted to gust up to 35 knots but tucked up in Pippi Bay we felt very secure till around 5.00am when with the sudden onset of torrential rain and wind gusting well in excess of 35 knots *Aurielle*, being stern onto the shoreline, shot out of the bay riding over the chain, snapped our 3.5 ton breaking strain snubber then screwed around into the wind with the anchor thankfully holding firm. The bay immediately became ablaze with lights from neighbouring cruisers who all had their own tales to tell at day break.

We arrived back in Opuia later that day and the town was buzzing with around 100 yachts preparing their departure for the season. The Island Cruising



Light conditions prevail as we left the Bay of Islands



Rain Squall approaching from the NW as the sun sets

with “which way are you heading?”, all added to the building excitement of our coming departure. Saturday 2nd May dawned cold, wet and windy with wall to wall grey skies as a predicted SW front crossed the island with gusts of 40 knots off shore.

Sunday was the day to leave with the ICA departing at 10.00am and the rest of us during the day at a more relaxed pace.

We left at 11.30am in company with two other British cruisers, *Stream Spirits*, a 40ft Fountaine Pajot, and *Independent Freedom* a 40 ft Freedom design. A net was set up between the three of us with a sked for 8.00am each day. We also set up a separate sked with Taupo Marine radio NZ and kept our nightly sked with Tas Coast as well. (Sue enjoys chatting on the radio).



Clouds causing a halo around the sun

Association had a fleet of 27 yachts and was set to leave on Saturday 2nd May. Meeting up with old friends on the dock, discovering new cruising companions heading the same direction as us or enjoying an evening meal at the Opua Cruising Club with many like minded people where the conversations invariably started

Day 1 saw us with 5-10 knot apparent SW and a 3 m swell so sailing under the lightweight reacher we managed to average 5.8 knots. Our 8.00am sked revealed our new friends had been forced reluctantly into motor sailing. They reported that the slapping and backing of the sails in the light roly conditions were very wearing. I (Sue) found it extremely hard to relax and enjoy the weather conditions of the first two days. It had been so long since I had been on a passage with such light winds that I viewed every grey cloud that popped up on the horizon with suspicion thinking 'is this the start of the windy stuff again?'

Day 3. A spectacular sunset, an ominous mushroom shaped rain squall approaching while a pod of dolphins leap along beside us brought a change of direction and strength in wind. Two-sail reaching is what all boats love and the resulting 18 knot westerly gave us a 193 mile day. Everyone sounded cheerful and happy on the sked the next morning, with all of them reporting good distances covered. Our sked group had now been increased to four. We had been joined by another British yacht, *Halo*, a Rasse 43 heading to Noumea. He had heard the other two yachts talking on VHF and asked to join in.

This trip had been one of our best with three clear blue sky days and bright moonlit nights, a max apparent wind of 18 knots and no water on the deck for the entire trip. Day five had us arriving by midnight that night so we reduced sail dramatically to kill 6 hours so we could enter Passe de Boulari in daylight. With the full moon just setting and dawn turning the edges of the sky a light pink we lined up Amedee Light for our entry. It is hard to describe the feelings of relief, elation and a little bit of trepidation that I felt sailing through the pass with the swell rolling in and breaking on the reefs either side of us. This was followed by a pleasurable light wind sail on the inside of the reef to Noumea. We were just sailing past Amedee Light house when we kept our last sked of the voyage. Our new friends were all close to the rhumb line and approx 130 miles behind us. Reunions at Port Moselle marina started early the next morning and by Sunday evening the Visitors Pontoon at the marina was full of yachts from various nations all having arrived from different departure points in New Zealand and Australia.

We spent a week at the marina enjoying the wonderful social side of cruising, sampling the amazing French pastries and cheeses and cementing some lovely new friendships. At present we are sitting at anchor at a little island just outside Noumea waiting for the winds to change so that we can start our new adventure!



CYCT June Long Weekend 2009

From Roger Locke - *Andromeda*

Saturday Night

Tuesday night's lecture advised us of the folly of relying on old fashioned synoptic charts and vague two-day wind maps when the new Bureau wind forecasts give direction, strength and location for detailed sites across Tasmania, including what is almost mile for mile detail in south eastern Tas.

So we studied the wind maps and determined that for Saturday night, the wind would vary 5-10 knots, possibly 10-15 briefly, from the east or plus or minus 10 degrees from east. We tucked into the south eastern corner of Sommers Bay and settled in for a quiet night.

We were disturbed between 2 and 3 am with the crashing of loose crockery in a drawer and the bed rising and falling. A quick look out determined that we were lying along the shore facing south or a bit to the west. Back to bed.

A short time later things were not improving and another look outside revealed the surf line on the rocks disturbingly close astern. By this time *Irish Mist* had moved to mid bay.

I started the engine, ignored the comment that I can't move in the night, and turned on navigation lights and instruments before venturing out in full wet weather gear.

The foredeck was jumping around so I held on with two hands while operating the anchor winch. With a bit of encouragement through resting, the winch did its thing and the anchor broke the surface with a display of white water. At this stage the winch said "enough", and refused to bring the anchor on board.

I peered into the foam and noted what appeared to be a spare line following the anchor and breaking the surface as the boat pitched.

I retreated to the cockpit for a quick shot of forward gear, a call of "on deck NOW please" to the crew, a boat hook and the deck light.

The deck light revealed a medium weight mooring chain hooked over the anchor. I hooked it with the boat hook but was unable to lift it. The anchor could barely be seen, being in the shadow of the bow, so I retreated again and returned with a torch.

This gave a clear view of where the chain was running, and also reminded me that I have a light line a couple of metres long, attached to the crown of the anchor. The line is normally used to restrain the anchor on deck, but was long

enough to hook with the boathook and tie onto the pulpit. Releasing the chain then upended the anchor and freed the mooring.

Patricia headed us straight into the waves while I got the anchor on board and secured it.

I tidied the gear and took over controls deciding on the next stop. The wind was south west at a strength I estimated 30 knots plus. King George Sound was a possibility, but I don't know how far around the corner a SW wind carries. Premaydena Point was straight to windward and likely to give good shelter, but Little Norfolk Bay (Taranna) was a bit closer, so we headed that way, keeping well out to avoid the fish farms and Flinders Reef.

I had dropped the front out of the bimini early on to improve visibility and now it started flapping off the back of the cabin like a pennant, so I removed it and stuffed it below.

The pilot maintained a course while I checked the radar and plotters to see where we were going and to ensure there was nothing too solid in front of us. Looking forward into the spray and rain was difficult and there were only a couple of distant lights anyway. To port were fish farm lights although I didn't know if all corners were lit.

We went south until halfway across the entrance to Eaglehawk Bay before turning east and rounding Dart Island clockwise. I don't know where Masons Rock is either. I couldn't see the island on the way in because of the spray and rain but could see the outline of the bay we were entering. We travelled well in and dropped anchor before reaching the moored yachts.

More flashing orange lights ashore caused some consternation until they were identified as the local garbage truck. 6 am and time for another sleep before moving to Eaglehawk Bay for the day's festivities.

The only casualty for the night was my Hawk wind indicator which escaped from the top of the mast. The wind gauge showed a maximum reading of 36 knots, but it is known to read low.

Lessons learned for the night include:

- The forecasters don't necessarily know everything.
- Always ensure that you are anchored in a spot which will allow a complete reversal of conditions without causing acute embarrassment (that is, without putting you aground).

Things which were found useful on the night included:

- Ground tackle that will hold in a 180 degree reversal.
- A good winch.

- A plan to escape a fouled anchor. (My fallback position was to buoy the anchor)
- A good engine to take you into whatever arises.
- A good auto pilot to guide the boat while other necessary things are done.
- A chart plotter to tell you where you are on its maps and what you might expect.
- A radar to keep the chart plotter honest and warn of any big lumpy things.
- A cockpit instrument with at least depth, GPS and maps is certainly useful.
- Good waterproof gear put on early.

Oh, you wanted to know about the Club June long weekend cruise

Irish Mist and *Andromeda* jumped the gun and left Kettering between 8 and 9 am on Friday. Misty rain clouds were low and the wind about 15 knots coming out of Kettering, but that was the heaviest all day.

I had raised the main with a reef and didn't bother shaking it out for the trip. The main carried some breeze all the way across and we poked into Lagoon Beach, north of Sloping Main hoping to find a quiet spot for lunch.

The remnant southerly swell was finding its way around the corner, and so we continued on to Lime Bay where we found a good corner on the eastern side and awaited the arrival of *Irish Mist*.

After lunch, say 3.30pm, we continued across Norfolk Bay. Dunbabins was deemed unsuitable so on to Sommers Bay where there was a choice of anchorages on the eastern side, with complete shelter from the predicted easterly weather.

A quiet night was followed by chores in the morning, I fitted a rack for the DVDs while Paul was chasing cables for the radar.

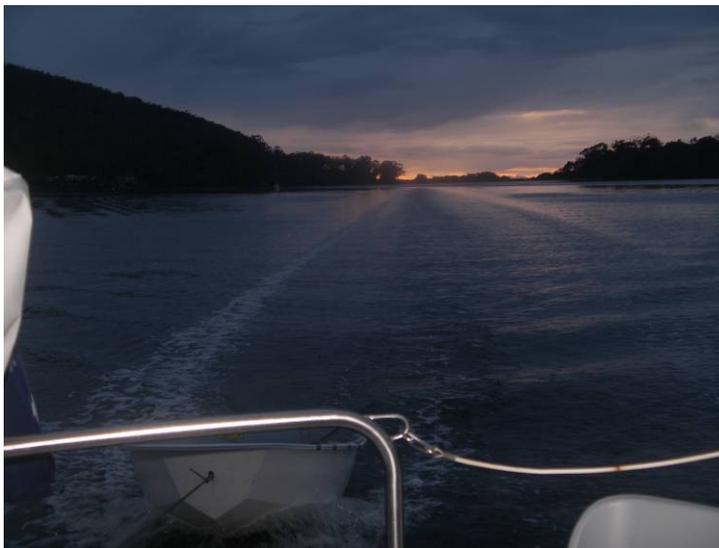
We lunched on board *Irish Mist* and during the afternoon *Rhona Marion*, *Reflections* and then *TwoB* arrived and the crews assembled on board to discuss CYCT matters.

A quiet Saturday evening at home was followed by a somewhat disturbed night and then a reassembly at the CYCT outpost in Eaglehawk Bay at Sunday lunchtime. Tony and Sallie Creese were as usual very hospitable and Chris Creese and Erika drove from town for the occasion.

Reflections and *TwoB* left early, about 4 pm, for Monk Bay, and *Rhona Marion* had spent the day somewhere in that vicinity. The rest of us stayed on until dark and then had another quiet night in Eaglehawk Bay.

An unusually early night had me up and about and we pulled anchor at 7.40, again getting the jump on *Irish Mist* whose crew were languishing over breakfast.

The weather was good with a slight nor'westerly which didn't disturb the motion of the boat across Norfolk Bay. At Sloping Island we were able to pull out the jib and carry it to halfway across the river entrance before the wind



Leaving Eaglehawk Bay, 7.40 am June 8, 2009

We pulled in to the southern corner of the Shepherds and were joined there first by *Kokomo* and then the Commodore, both starting their long weekend cruise. *Talisman II* took up our offer of fenders and lines while *Kokomo* anchored for a while but left when a SSW squall came through.

By then *Irish Mist* had occupied the other side of *Andromeda*, bringing his own fenders and lines and so another barbeque. This one on board with eating below to avoid the showers coming in around the edges of the bimini.

The weekend came to an end with a return to Kettering around 5 pm. Another successful CYCT weekend cruise.

decided to be a westerly.

At this time a large whale tail appeared 50 metres off the starboard bow, although he was only seen once. Perhaps he knew he was supposed to navigate 100 metres clear of vessels.

Easter Sunday Lunch

At Tony and Sallie Creese's, Eaglehawk Neck



CYCT lady members devising a revolutionary new navigation system involving knitting needles (and wine).

CYCT Anniversary Dinner



Date: Saturday 8th August

Time: 6:30 for 7:00pm

**Waterline Room
Blue Skies Restaurant
Murray Street Pier
Hobart**

Club boats wishing to maintain a long-standing tradition by mooring overnight in Constitution Dock are advised that normal mooring fees levied by TasPorts may apply.

Please advise the Rear Commodore if you plan to moor in Con Dock and are able to host members for pre-dinner drinks.

Welcome – New Members

←—————→
Tony and Kim Brewer

Vailima
←—————→

On behalf of all members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club, and looks forward to a long and happy association with them, on and off the water.

New Members' Profile

Tony and Kim Brewer – *Vailima*

Tony had a 33 year career in the NZ Navy and owned and raced a series of yachts up to 30'. He raced offshore to Fiji and New Caledonia and competed three times in the 'Round North Island' race.

Kim worked on small commercial boats and square riggers earning a commercial skipper's ticket, and sailed her own 22-footer.

Together they started cruising in a Pacific 38 in 1995, completed an 8½ year circumnavigation, spent 18 months cruising to the Marshall Islands, then decided to go bigger.

They are currently living aboard at Kettering and looking forward to exploring Tasmania.



Going About

Subs are due!

No – we're not expecting Collins Class underwater vessels into Hobart. Subscriptions for CYCT membership are due to be paid to the Treasurer by the end of June. If you have not paid, and cannot be at the July meeting, please send your cheque to the Treasurer at PO Box 705, Sandy Bay, Tas 7006.

Conquering Ayers Rock



All that training (and pain) provided by Andrew Boon and Ian Fletcher regarding climbing Mt Maria on Maria Island several years ago has been very productive in that David has just conquered Ayers Rock. We have since read that 35 people have died attempting the climb (a very sobering thought) illustrated by a male being stretchered down the previous day. It would appear that one slip and you are history. He has advised me that he is now in training to successfully ascend Mt Everest in the future!!

Lindy Jones.

Queen's Birthday Honour for yacht designer

Professor Peter Joubert, who has designed a number of well regarded yachts, has been made an Officer in the General Division of the Queen's Birthday Honours.

One of Prof Joubert's better known designs is the Brolga (all his designs are named after Australian birds), a 33' sloop. 'Albatross' readers may remember seeing extracts from the log of Brolga *Berrimilla* describing her two-handed circumnavigation some three or four years ago. *Berrimilla* then went on to sail through the NW Passage last year.

As far as I am aware, the only Joubert designed Club boat is *Windclimber* – Dave and Annick's 34' Magpie.

From Albert Ross

After a very pleasant sojourn in Eaglehawk Bay, Albert Ross was coming in to Monk Bay after dark and thought he saw something boat-sized out of the corner of his eye. No lights - must have been his old eyes playing tricks! Later in the evening he noticed a red light at about mast height, but no movement.

Ahh, must have been the backup tri-coloured anchor light!



Cruising Awards

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques.

Members are invited to nominate themselves or another Club member for either of these awards.

Cruise of the Year Award

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

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

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;

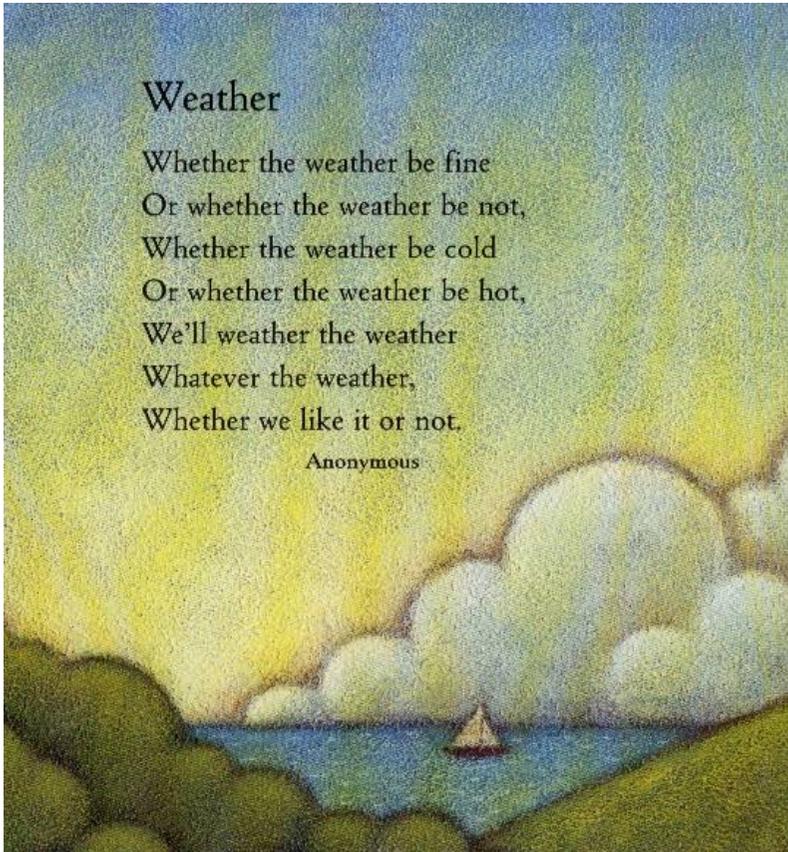
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. It would be an automatic award to those who fulfil the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note - this does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;

5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
 6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.
-



Thanks to Erika Johnson

Recipe

From Alan Gifford – *Eight Bells*

This recipe is aimed at galley-shy men. It will be child's-play for the average mum.

For on-board children and those who enjoy the naughty things of life (and are on high Lipitor dosages) this is a sure fire winner for winter cruising.

Sausage Rolls.

What's needed:

An on-board oven capable of reaching 200° - 210° C. It will take 10 – 15 mins to get up to temp.

Four thawed puff pastry sheets– buy frozen (+/- 10 sheets per pack) at any supermarket freezer section

A 500 gm roll of sausage meat – buy fresh from any supermarket meat display frig. (can be frozen at home for keeping).

One or two onions depending on taste – grate or cut up finely. Have tissues handy as you'll probably have a tear in your eye while you deal with these.

An egg

Ideally, a roll of grease-proof paper – fit a sheet into the base of a baking tray. This is not essential but it helps to stop the rolls sticking to the tray.

Now for the creative bit.

Gather anything else you might want to add eg: chutney, Worcester sauce, Vegemite or Marmite, grated carrot, S & P, bits of bacon or simply, nothing at all. Be careful not to make the mix too wet.

Get organized.

Set yourself up with

- a bowl for mixing the ingredients.
- A chopping board on which to prepare the rolls.
- A shallow dish or plate for the egg – break into the dish and whisk a little (a fork or your finger will do as well).

Now for the building process;

Place one puff pastry sheet on the chopping board and neatly cut into eight equal rectangular pieces – a little mental task for those geometrically challenged (clue: cut into halves, then quarters then eights)

Mix thoroughly by hand the stuff they call sausage meat, and everything else (except the egg). Reminiscent of childhood mud pie play.

Place dobs (say, just a little less than a match-box full) of the mixture on each pastry portion – spread evenly across the pastry and roll the dollop inside the pastry (with a small overlap) into a sausage roll.

Roll the raw sausage roll through the egg (or if you've got an old paint brush in your tool kit you can brush the egg on)

Place on the grease proof paper in the tray – preferably not touching each other.

Fill the tray. In all you'll make approx. 24 sausage rolls. A second tray might be needed.

Place tray(s) in hot oven for 30 – 40 mins till nicely browned at the above temp.

Serve hot with lashings of tomato sauce for a real winner with your cold and peckish crew. Then go for a long walk on the beach to work off the excesses.



Members' Advertisements

For Sale

Autohelm Wind Vane model Z087. Apparent wind direction. **\$20**

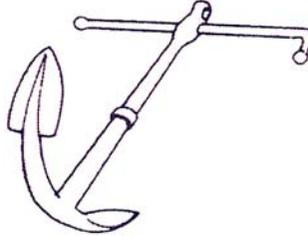
Autohelm Sea Talk and WindVane Interface to NMEA0183 model Z137.
Very useful if you have Raymarine instruments which use SeaTalk and wish to interface to/from a PC running navigation software. **\$40**

4 x PFD1 (good to make up the numbers for occasional visitors). **\$10 each.**

All in good working order. Inspection invited.

Contact Andrew Boon 0400 651 532.

For Sale



Admiralty pattern anchor

Shank – 900mm Crown – 600mm Weight – 18kg

Very good condition

Price - \$150

Stainless steel pulpit

Brand new Suit yacht approx 25 to 30 ft.

Price - \$250

Phone Hans 6229 1875 or 0417 511 240



**The Cruising Yacht Club of Tasmania Inc.
Nominations for Office Bearers 2009 – 2010**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8 p.m. on Tuesday 1st September, 2009. At that time all positions for the Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator) (signature)

and (seconder) (signature)

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2009 –2010 financial year.

POSITION	NOMINEE'S NAME IN FULL (must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Committee 1		
Committee 2		
Club Warden		

Send to The Secretary, PO Box 605, Sandy Bay, Tas 7006 by Weds 26th August 2009.

2009 Annual General Meeting – Agenda

The 2009 Cruising Yacht Club of Tasmania Annual General Meeting will be held at 8:00pm on Tuesday 1st September at the Derwent Sailing Squadron.

The following is the agenda.

CRUISING YACHT CLUB OF TASMANIA INC 34th ANNUAL GENERAL MEETING

AGENDA

Opening and welcome

Apologies

Minutes of the 33rd CYCT Annual Meeting held on 2 September 2008 to be read and confirmed.

Cruise of the Year and Cruising Plaque

Treasurer's Report

Flag Officers' Reports

Election of Office Bearers for 2009– 2010

Election of Honorary Auditor

General Business

Close

June G M Minutes

Cruising Yacht Club of Tasmania General Meeting

Tuesday 2nd June, 2009 8.00pm

Derwent Sailing Squadron, Sandy Bay

Commodore Leo Foley opened the meeting welcoming members and guests Ian & Janet Carpenter from *Rebel*, prospective members Kim & Tony Brewer and guest speaker Malcolm Riley.

Members Present

33 members present.

Minutes of the previous General Meeting 5th May.

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the previous general meeting of 5th May 2009, as published in the June 'Albatross' as a true and correct record of proceedings.

Business Arising:

Nil

Correspondence:

Inward:

Ebb Tidings
Squadron News
Mainsheet

Outward:

Oyster Cove Marina,
Oyster Cove Chandlery,
Mermaid Café,
Rejuine & Jim Duff

Commodore's Report (Leo Foley):

- The AGM will be on 1st September and members should give consideration to nominating others or offering themselves for office. All office bearers and committee positions will be declared vacant; the tenure of the Secretary and Vice-Commodore is three years which is now exhausted.
- Some consideration may need to be given to extending the limit of the tenure of the Editor unless a suitable replacement is found. (Chris Palmer has still time to go)
- Commodore Leo announced that he is happy to be replaced as Commodore.

- An email to Keith Wells from Helen & Phil Hebblethwaite was passed around. They have *Meridian* in Penang, Malaysia where painting is being undertaken.
- The musical “Miss Saigon” will be performed at the Theatre Royal in October. A block booking will be made for Friday 16 October in “A” reserve seating (no restricted view). Members wishing to attend please give names to Cheryl Price. Discounted cost for a block booking is \$69 payable by 25 June.

Vice-Commodore’s Report (A. Boon)

- June long-weekend cruise is to Norfolk Bay. Five people attended the pre-cruise briefing on Monday night.
- A temporary notice to mariners from MAST warns of submerged obstructions of black buoys in the area of Flinders Bay. Markers are in place but not very obvious.
- A call to those partaking in the cruise will be made on Saturday 6 June at 11.05 am on Channel 77.

Rear Commodore’s Report (M. Page)

- Anniversary Dinner at “Blue Skies Restaurant on Saturday 8 August. A two course meal will be available for approximately \$40 per person.

General Business:

- Paul Kerrison reported that Bill Mills is recovering slowly at St. John’s Hospital rehab centre. The hours of 1-3 pm are off limit to visitors.
- Paul Kerrison will hold a Navigational Cruise review at the Mariner’s Cottage in the week starting 22nd June. Date to be confirmed by email.

Guest Speaker:

Commodore Leo Foley introduced Malcolm Riley, a weather forecaster from the Bureau of Meteorology in Hobart.

Malcolm Riley has extensive experience in forecasting weather both in Tasmania and in Antarctica. He gave an interesting and informative talk on reading and interpreting weather charts, introducing members to a variety of internet sites that are available to us.

Meeting closed at 9.45 pm.

Next General Meeting: 7th July, 2009 at Derwent Sailing Squadron at 8:00 p.m.

Margaret Jones
Secretary





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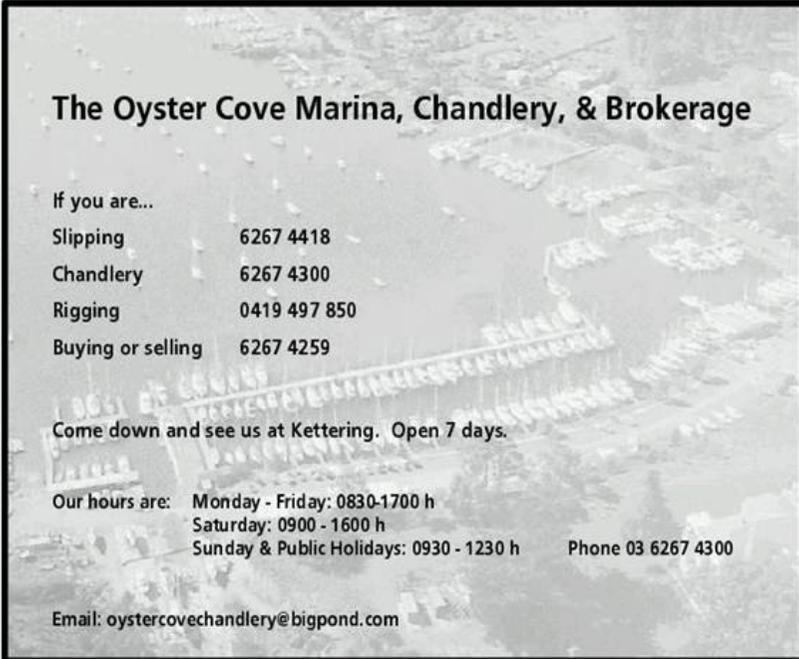
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