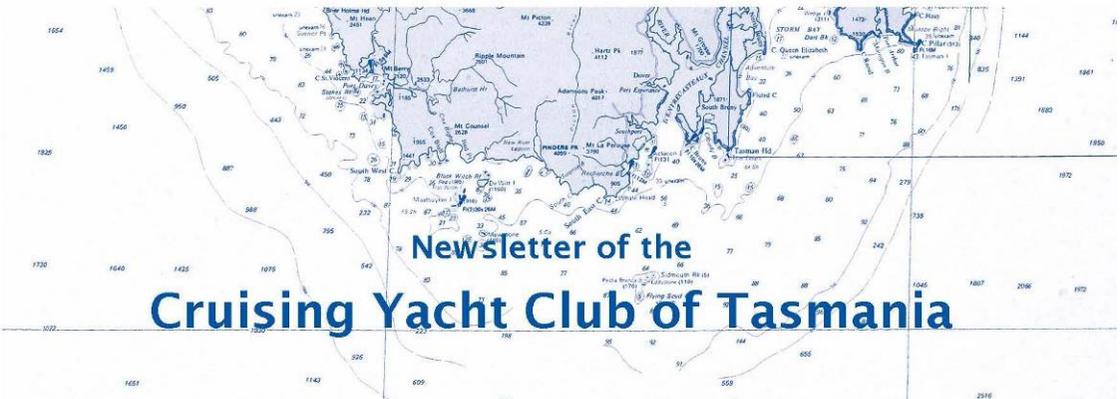


Albatross

Volume 35 No 10 November 2009



On the summit of Bear Hill, Schouten Island – see article on page 7



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 - or apply for membership on line at:
www.cyct.org.au/Membership/Application/

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

November - Tue 3rd

General Meeting – DSS at 8.00p

Using spinnakers and other 'exotic' sails. Details to be announced.

November – Wed 11th

Committee Meeting – Mariner's Cottage 7.30pm

November – Sat 21st – Sun 22nd

Overnight Cruise

To Sloping Island / Lagoon Beach. Details to follow

December - Tue 1st

General Meeting – DSS at 8.00p

Details to be announced.

December – Wed 9th

Committee Meeting – Mariner's Cottage 7.30pm

December – Sat 12th

Xmas Barbecue Extravaganza

To be held at Dave Davey and Annick Ansselin's property on Manuka Road, Kettering during the afternoon.

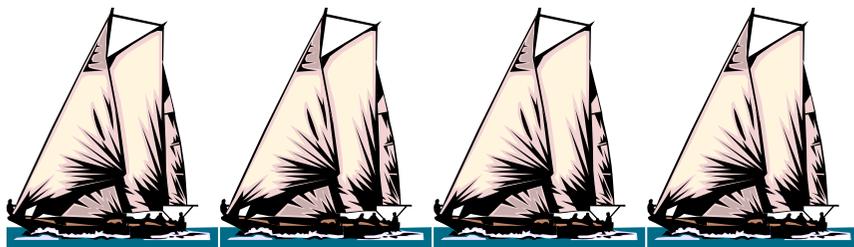
Details will be announced at the November General Meeting and in the December Albatross.

Keep the date free!!

December - Thu 31st

Overnight New Year's Cruise

To Mickey's Bay. Details to follow



Editorial



Who'd own a boat? Take this as an example.

Period of ownership of *Wayfarer II* – six months.

Time on the water during that period – about five hours.

Time spent head down in the engine room with oil up to the elbows – lost count.

What a frustrating business it is sometimes. In my case, what was thought to be a small electrical problem that surfaced shortly after taking delivery of *Wayfarer II* turned out to be something a lot more serious – a corroded exhaust manifold which had

allowed coolant (not sea-water, luckily) into the engine via the exhaust ports. The only solution, it transpired, was a replacement unit which had to be fabricated in Brisbane.

At the urging of well meaning (and as it turned out, very wise) friends, I took advantage of the enforced delay to replace all the cooling system hoses and clips, get the three heat exchangers checked and the raw water pump overhauled. Good move. One heat exchanger needed repair, the raw water pump had worn bearings and a crack in the cam, several hose clips were on their last legs and a stainless steel junction piece that joined three hoses was corroded right through out of sight under the hoses. Each a potential major event waiting to happen – and Murphy's Law says it would happen in a blow, probably at night.

So the moral of the story is – preventative maintenance is a damn good idea. Do **you** know the **real** state of your cooling system? Out of sight should not mean out of mind.

Anyway, all appears to be well now (said he, tempting fate) and Margie and I are looking forward to the Hobart Show Long Weekend cruise to Dover and points south over the next few days - with a retired engineer on board just in case.

Not so many pages in 'Albatross' this month. If you like your newsletter a little more obese, you know what to do. My inbox is always open.

See you on the water!

Chris Palmer
editor@cycet.org.au

Commodore's Comments



Combined Club's Open Day Sat 3 Oct

A cool breeze blowing from the south welcomed us on Opening Day. The day proved to be as colourful as ever with many boats displaying all their bunting. About eight boats were sighted from the CYCT.

After the sail past many yachts rafted up off Nutgrove Beach for a quiet little 'cup of tea'. A most enjoyable afternoon was had by all. Some stayed aboard overnight before heading home on Sunday. It was a smart run down river where *Irish Mist*, *Asterix* and *Peacemaker* enjoyed a barbecue behind Droughty Point. *Mulberry* poked her nose around

the corner then turned back for home.

P.L. Vigilante's Birthday

On 9 September *P.L. Vigilant* celebrated her 38th Birthday. A party for her was held at 'Club Vig', the Domain Slipyards, where she is berthed. Many past police officers who served on her, together with current brass attended. Also, old hands who have worked on her over the years such as shipwrights, painters and metal workers, joined in the celebrations.

She was built by Ray Kemp from Huon Pine, and is 55'LOA, 52'WL and one of two wooden police boats in service in Australia. The other is a plywood police boat in Queensland.

DSS Sailtrain

An introduction to sailing for new, inexperienced or rusty crew is held at the DSS. It is a highly practical course with lots of opportunities to put new found knowledge into practice. It is a wonderful course for the girls on your boat who would like a little more knowledge on safety issues and basic navigation. It provides an introduction to the basic skills required before taking a small boat to sea or taking an active part in running a boat. *Peacemaker's* for'd hand found it exceptionally good, informative and lots of fun.

Further details can be obtained by phoning Tony Nicholas, Sailing Manager, at the DSS on 62231977.

Peter Makepeace

Vice Commodore's Report



This is going to be a much shorter report than last month. I'm still coming to terms with the work.

Beginners Cruises

I am pleased to report that two boat owners have responded to my request for assistance with getting budding cruisers out on the water for a trial. Unfortunately, everyone seems so busy these days that actually linking up both parties has not yet happened. I'll report on the outcome when I have some news.

In the meantime, Fiona Tuxon, the membership officer, has been talking to dinghy clubs where there is considerable interest in a day sailing event in cruising yachts for interested people. More on this later. If anyone else can help with introducing people to cruising please let me know on email at iw.fletcher@bigpond.com or 6229 8189.

Cruising Calendar

The Cruising Calendar continues and is on the website. I have heard that the Bridgewater Bridge will not be repaired until December next year and will not lift high enough to allow boats masts higher than 12 m through so the cruise to New Norfolk may need some boat shuffling, but I'll put it in when I can. I have had a request for more short cruises, one nighters or day trips. I'll find more to follow the first trip to Sloping Island in November.

Cruising Reports

At last we are seeing some pleasant weather even if it is damp at times. Opening Day and the following picnic went well and they are reported in the Commodore's Report.

Hobart Show Day extended long weekend Cruise, Oct 22-25

By the time you read this, it'll be over but the weather looks good for Southport. I hope it goes well.

Sloping Island Cruise, Nov 21-22

For a shakedown before the summer gets going, we need a short cruise to Sloping Island and Lagoon Beach. Sun, sand, barbecues, beach walks and flathead galore. The briefing will be Tuesday 17 November at 7:30 at the Mariners Cottage for interested people. There is good shelter in the area from most directions but if the wind is strongly northerly or southerly or there is a

very big swell running we can go elsewhere. I love this spot which is often passed by.

New Years Party Cruise, Dec 31-Jan 3

This year we'll head for Miceys Bay. There are several good barbecue spots, and good camping ashore for the crew so the owners can sleep in. If it's very southerly we can go around the corner into the southern end of Tinpot. The briefing will be before Christmas, probably 22 December, if anyone has the time.

Ian Fletcher

Rear Commodore's Report



Slowly we are getting into the swing of things - we have just attended our second Committee Meeting- and are getting used to the idea.

It is quite comfortable to wait for the new issue of 'Albatross' and read all the Office Bearers' reports and many other niceties (perhaps with a glass of Tawny in the hand). It is not the same when one has to sit in front of the computer and try to write something for others to read.

There are a few things to report that could be of interest to the majority of the members. The main one is that our guest speaker for the November meeting (Tuesday the 3rd) will be Ian Ross from Hood Sails. Ian kindly agreed to talk to us about spinnakers and other large sails with the promise that his focus will be on their practical use and deployment. I trust this topic will generate quite a strong interest among Club members with the expectation of attracting quite a sizeable, interested and keen audience. Bring along some other 'sailing' friends that might be interested.

There will not be another guest speaker until the general meeting in March 2010 (Wow!) but, at the moment, I am discussing the possibility to bring two separate speakers to talk to us about 'Mental' and 'Physical' Fitness. The focus will be in what could or should be done when we are subject to the solitude and the confined spaces of our vessels and with plenty of time up our sleeves.

Needless to say that I will really appreciate, very much, any sort of input on ideas and topics that can be presented to the members by way of a guest speaker.

Finally it is obvious I cannot make any comments regarding my talk about our trip around Tasmania. I only trust that I made a somewhat informative presentation that did not make anybody yawn... and many thanks to all those members who passed on some encouraging comments.

José A. Navarro

Cruising the East Coast

September - October 2009

From Yvonne Trevaskis - *Josida*



Canoe Bay at sunset

The weather in Hobart was gloomy, windy and rainy. “Enough is enough” declared David, “let’s go up the East coast – the weather is always good up there, and much warmer.” Indeed, at the same time last year we had spent an idyllic time up that way – warm weather, lots of fish and sunshine.

As practically any weather would have to be better than what we were experiencing, I wholeheartedly agreed. So with *Josida* in fine fettle and plenty of provisions on board we headed off cheerily towards Cape Raoul on a nice N-NW beam reach. However once around the

Tasman peninsula we were head on into a stiff Northerly and were grateful to arrive at the sheltered anchorage at Canoe Bay. Gary and Melody Allen on their lovely catamaran, *Whiskers*, were in residence when we arrived. Hailing from Maryborough in Queensland, they have spent many years living on their boat cruising the waters around Australia and have a couple of circumnavigations up their sleeve. We had a pleasant couple of days with them comparing sailing and fishing yarns. They had come down this way for some winter cruising in Tasmania. Unfortunately they really picked a bad winter to do this but, as they spend most of their life on the water, they were happy enough to spend time exploring what was on offer on *terra firma*. Nevertheless I got the feeling that they were really over this weather of ours and were somewhat relieved to be heading back North to warmer climes!

Leaving Canoe Bay we had a pleasant sail in a NW breeze up to Maria Island, where we headed for Whalers Cove in Riedle Bay, on the ocean side of the island. Whalers Cove is a very pretty spot. It's that time of year - and those cute Little Penguins were serenading each other, and us too, at night and again in the *very* early morning as they headed off to sea for the day. It was good to be back and expectations of plentiful fish and sunshine were high.

However those expectations were short-lived as the weather became ominous, the wind cranked up a notch or two and showers headed our way. We were anchored in 12 metres of water but David, used to the average 5 metres or so in the channel all winter, had absent-mindedly only put out 30 metres of chain. That night the NE storm-force wind gusts reached 50 knots and we did not get much sleep listening to it howling outside and feeling the boat straining against the anchor in the gusts. However it was pitch dark, the wind was raging, the rain was pelting down and there was no way that David



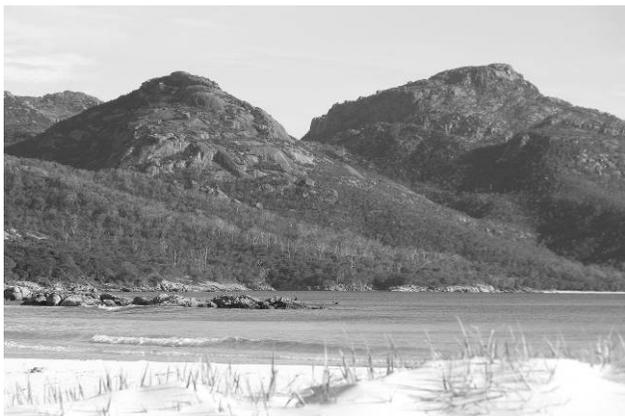
Josida at Wineglass Bay

was going out there to put out more chain! But our Bruce anchor certainly lived up to the task and venturing out into the cockpit, rather apprehensively, early next morning we were relieved to note that we had not dragged at all.

Where was this “nice, warm East coast weather”? After three days of rolling around in a big SE swell waiting out the NE gales in Riedle, the wind then

decided it was going to turn NW – so we weighed anchor and headed off round to Chinamans. Now I have done a fair bit of sailing in Josida in some unfriendly seas at times, but for some reason I sort of lost my nerve here - to quote David, “for heaven’s sake, pull yourself together, they are just lazy swells”. Well they may have been “lazy”, but they were big, and I can only put my cowardice down to having watched those same huge swells pounding spectacularly into the cliffs for three days in Riedle. I certainly lost a few brownie points as first deckhand over that and hang my head in shame. So on we battled, again into strong head winds, as we went around to Chinamans. The last time we were in that area it was depressing to see how arid the area around Encampment Cove was, over-grazed by the many kangaroos and starving wombats that seemed to be around. This time however, after so much rain, a large area of the camping area was under water, native trees were in blossom, the lagoon was full and things looked so much better. We walked across the isthmus to the main beach at Riedle and it was interesting to see how much beach had been eroded by the severe weather.

Another threatening gale, this time from the SW, necessitated a move to our mooring at East Shelley. Ho, hum – more wind, more rain. At least being on a mooring is less stressful than at anchor! Once the wind turned NW we headed off to the Freycinet Peninsula and had a pleasant, partly cloudy couple of days



Bear Hill from Crocketts Beach

at Bryans Corner, where there is also a lot of beach erosion and many trees uprooted and on the beach. A W-SW gale force wind change loomed so we headed off in yet another strong Northerly head wind, around to Wineglass Bay. Up waves, down the other side – seems to take forever in those conditions! Sitting out the weather in Wineglass we caught up with *Whiskers* again as well as Jan and Nick Wooller in *Yawarra 2*, which is a converted fishing trawler, complete with ‘flopper-stoppers’ to counteract the swell. She looked most impressive steaming into Wineglass with arms outstretched! Jan and Nick have crossed over to the ‘dark side’ and happily exchanged their yacht, *Yawarra 1*, for a new life on the converted trawler which is their home. They had also come down for a winter in Tassie and were also on their way back North, no doubt with

sentiments similar to those of Gary and Mel. Even as a defensive Tasmanian it was hard to argue the case!

We were treated to at least a day of sunshine and relative calm in Wineglass and even caught some flathead on handlines and trumpeter in the net. A wind change sent us back round to Schouten Passage where we had a few more rainy, windy days anchored at Crocketts Beach. Despite the weather this time around, Crocketts remains one of our favourite spots. It was here that, after months of dedicated beach-combing looking for one, we finally found a nautilus shell. Actually David had the “Eureka!” moment – I had to be content to be outdone, but was impressed nevertheless. Providing a bit of distraction from the weather conditions, we had a fishing boat and police helicopter searching for a capsized kayaker. The fisherman summed it up over Coast Radio Hobart, quite succinctly I thought – “what the hell is he doing out in seas like this in the first place”! He must have swum to safety because next thing we had a request out to search for the kayak! No takers for that gig – not surprisingly given the conditions.

We finally gave up on the weather and with a forecast Northerly - a wind behind us would be a really welcome change - we set sail for home *via* the Denison Canal. Hard to believe really, but no significant wind materialised, and we motored all the way on a nice flat sea. I enjoyed that for a change. A night in Norfolk bay off Slopens Island and we finished off with a pleasant sail on a NE beam reach all the way back to Kettering.

And so we came to the end of our trip in search of nice, warm, sunny weather. Maybe next time!



Wineglass Bay



A different kind of sailing

From Dennis Lees

About twelve months ago I joined a small group of sailors at Franklin. The group does not sail full size boats, but small radio controlled yachts. The group sails on the Huon River every Wednesday at Franklin come rain or shine.

Most of the group sail what are known as 'A' class yachts which were the biggest international class in the world and also the oldest. The class started back in 1923 and is still going strong, and although there have been many changes to the design and rig many of the rating rules remain the same.

Many of the Franklin sailors have built their own boats, most to a local design by Jon Holmes. His design, *Venom*, has spread overseas with two of his design gaining top places in recent national championships in the UK. I sail a *Venom* named *Black Swan*, and find her a fast and responsive boat to sail, particularly in lighter weather.



Three 'A' class boats racing on the Huon River

Black Swan is 1.8 metres long and weighs 11kg, of which 9kg is ballast. These boats are a challenge to sail well and tuning the rig is critical.

Sailing usually starts at 1030 and continues until lunch is called about 12.30. After a break sailing continues into the afternoon. We

usually adjourn to the local café for coffee at the end of sailing. Most Wednesdays we have an informal format with races and starts and sometimes a few match races. Other days we are more formal with a series of races and everyone sailing strictly to the rules. A score is kept and a winner for the day declared. It is surprising how everyone seems to get a share of the winnings.

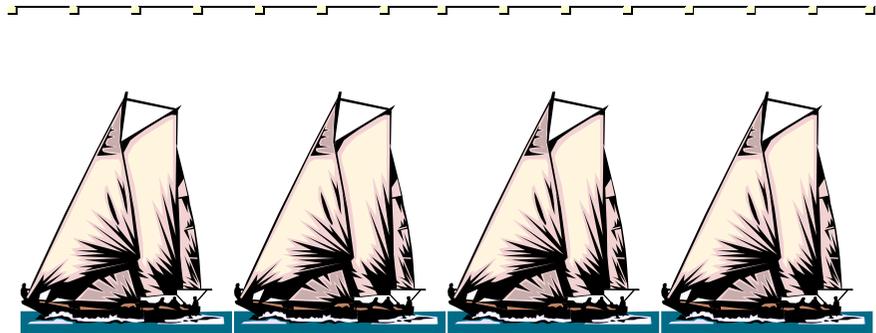
The group has grown and we now number 13, with a few prospective members in the wings. We decided that we should formalise and have now formed a club named the 'The Southern Tasmanian Radio Yacht Club'. We are now building a club boat so that we can have a boat available for visitors and prospective members, in fact there is usually a spare yacht available for anyone who wants to turn up and have a sail.

I can heartily recommend Radio Sailing - not only is it great fun ,but also mentally challenging to sail one of these model yacht well. It is also good 'Cardio Vascular' exercise walking up and down the Huon River, not to mention the odd row back up the river against the tide to retrieve a wayward yacht.



Black Swan

I do not believe radio yacht sailing will ever replace sailing on our full size Boat, *Kiap*, but no doubt the day will come when big boat sailing is too difficult and radio sailing will certainly be a great substitute.



Tsunami Devastates American Samoa

From 'Latitude 38' website

The following article taken from a cruising sailors' website, gives a sailors perspective of the tragic tsunami that occurred in Samoa recently. It was drawn to the Editor's attention by Past Commodore Leo Foley who, if different decisions had been made on Adagio, may have found himself not all that far away when it happened.



Just one of many boats left high and dry after a tsunami hit Western Samoa yesterday morning.

Yesterday at 6:48 a.m. local time, an 8.0-magnitude earthquake shook awake American and Western Samoa. Several minutes later — just enough time to allow folks to make their way outside to talk with their neighbors about the temblor — a tsunami swept the islands, killing at least 119 people.

Aussie singlehander Nick Jaffe of the *Contessa 26* is in Apia on Western Samoa.

He reports that "the marina and Apia Harbor began to dry as the water went out to sea. Several boats in the marina hit the ground but I don't think there was any damage. I went to Aggie Grey's hotel until things calmed down."

John Neal and Amanda Swan-Neal of the Friday Harbor-based Hallberg Rassey 46 *Mahina Tiare* were also in Apia when the tsunami hit. "Amanda and I were on our morning run when the street started shaking," said John. "Minutes after we arrived back at the harbor, the civil defense sirens went off and the police directed everyone to run for the hills. The water in the marina started to really surge, dropping lower after each surge in. We followed the moving mass of people, cars and trucks up the hills. The smart yachties headed for Aggie Grey's hotel, where staff welcomed them and sent them to the top floors. They had a great view of the harbor going dry for several hundred yards out."

About 300 miles south, in the Vava'u group of Tonga, Eric and Emmy Willbur of the Pt. Richmond-based Flying Dutchman 37 *Nataraja* said that their anchorage of Kenutu saw some "rather interesting tidal flows with 3 to 4ft

standing waves breaking over the reef. There were reports of major tidal influences at other anchorages with water going out suddenly and dropping as much as ten feet, then coming back in very quickly. Here in Vava'u, we've only heard of small docks being washed away — no loss of life or major damage."

David Tyler and Fran Flutter of the UK-based *Tystie*, were in nearby Neiafu Harbor and report experiencing a rise and fall of just a couple feet. "No damage apart from some jetties being washed away," they said.

By far the most comprehensive report came from Kirk McGeorge, who is cruising with his wife Catherine and their five-year-old son Stuart aboard the USVI-based Hylas 47 *Gallivanter*. McGeorge called us via Skype from Pago Pago on American Samoa shortly after the tsunami devastated the island, then sent the following report:



Many boats in Pago Pago were washed ashore

"This morning we were shaken awake by an earthquake which seemed to have no end. We were aboard *Gallivanter* and side-tied to a big concrete dock. After the rude awakening, Cath and I walked across the dock to chat with a few of our fellow sailors, one of whom said that he's just done a Google search on 'recent earthquakes' and said that it measured in at 8.1 and the epicenter was only 120 miles southwest of Pago Pago on the southern side of the island.

"We returned to *Gallivanter* and I verified what he said. Just as I was considering the ramifications of that little fact, all hell broke loose. Our boat was on the move! I started the engine and dashed up on deck to see what was going on. I witnessed the water around us rapidly dropping — *rapidly!* In the blink of an eye, we were on the bottom and the boat was falling away from the dock. Three of our big docklines popped and we fell right over into the mud — the entire basin in which we had been floating only moments ago had completely drained! People were screaming!

"The water came flooding back in at an even more alarming rate, and the next thing I knew we were floating directly above the dock. We were over the concrete slab and drifting toward a young lady we knew from another boat, who was up to her chin in swirling water and desperately hugging a power pole. I

told Cath to cut the two remaining dock lines with our serrated bread knife and to be quick about it!

"Right as I put the boat into gear, we were somehow washed back off the dock and into the basin as I advanced to full throttle. We accelerated through a floating debris field of floating docks, fuel drums, sinking boats, a shipping container and a barnacle-encrusted wreck, all of which were spinning in the torrent of rapidly dropping sea level. It was absolute mayhem! As we steered out toward the deep water in the center of the harbor, I looked over my shoulder and saw what appeared to be a waterfall pouring off the dock and shore beyond. Not one of the dozen vessels remained at the dock. All were underway in a matter of seconds — with or without crews aboard.

"We motored around in the middle of the harbor watching the waves of floods and ebbs while wondering about aftershocks and our fellow cruising sailors. As



Residents were stunned at the destruction of the wave action

we passed one of our neighbors, she shouted to us that her husband had been washed off the dock as they were trying to get away. She was alone and seriously concerned. We found out later that he was confirmed dead. Other boats broke free from their moorings and anchors in the initial seismic waves, and many were driven

ashore or driven under by loose tuna boats.

"After about three hours, we felt it was finally safe to return to the dock. We were the first to go back in so we started untangling lines and helping others get back alongside the concrete dock. All the storefronts along the water are destroyed, roving mobs of kids can be seen looting, the fence around the dock is gone, and every boat on stands in a nearby boatyard was washed away. Big fishing boats are now in parking lots across the street. Absolute destruction is seen everywhere along the shore.

"Phones and power are down but we got back online right away. I immediately went back to the recent earthquakes website to see if things had calmed down in the center of the earth. A number of aftershocks as strong as 6.0 were

recorded over the following few hours — but thankfully no more wave action has been noticed. We've been making Skype calls to our families and letting others use the computer as well to phone home.

"Online news reports say that the earthquake lasted three minutes and the highest flood rose 25 feet above normal! Most fatalities occurred in and around the harbor where we live. Boats are battered and nerves are fried. One friend wound up on his boat nearly 1,000 feet inland after breaking from his anchor and sailing right down Main Street, taking power and telephone wires down with his mast! Some people lost everything, including their lives. We came through remarkably well with only minor damage sustained to our toe rail when the docklines parted and to our fender basket, which was the only point of contact with a drifting wreck. I believe our hull, keel and rudder suffered no damage from the wildest boat ride I've ever been on. We're all okay — and very lucky."



Another Chance for Tasman Island Lantern Room

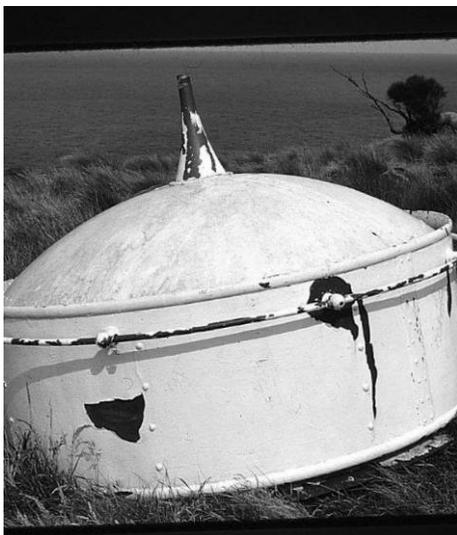
From Erika Johnson

The Australian Maritime Safety Authority (AMSA) recently granted the Friends of Tasman Island (FoTI) the loan of the original lantern room from the Tasman Island Lighthouse which was removed when the light was automated in 1976.

The lighthouse, together with its lantern room, was manufactured in kit form by Chance Brothers of Birmingham, England. On arrival on Tasman Island, the individually numbered cast-iron plates were bolted together and the first order dioptric Fresnel lens, also a product of Chance Brothers, was installed. The light first gave its warning flash on 4 April 1906.

In preparation for automation in 1976 a smaller lantern room and light were installed. The original lantern room was dismantled before being removed from the island and stored in various locations over the years. Rather than see the lantern room come to an ignominious end, FoTI has rescued it from its latest location – the Hobart Cat Centre.

In lighthouse parlance the lantern, or lantern room, is a weatherproof enclosure containing the optical apparatus. This includes the lantern roof, lantern glazing and lantern base. Attached to the base is an external balcony and internal catwalk or gallery each surrounded by a balustrade of metal stanchions and rails. The lantern base, in turn, supports the dome or lantern roof made of copper sheeting over a framework of iron ribs. The drum-type lantern roof ventilator is topped by a windvane.



The dome off the tower in 1977

Despite the fact that it was AFL grand final day, eleven willing volunteers assembled at the Cat Centre on Saturday 26 September. Looking rather like a giant Meccano set, the pile of heavy lantern room components were manhandled out of the enclosure. With equipment kindly lent by the Cascade Brewery the move to a secure location in central Hobart went smoothly. Here it is planned to reconstruct the lantern room.



Nick Creese, David Reynolds, Pat O'Malley, Bob Tyson with the 500kg Lantern Pedestal. Photo: Trauti

There will now also be more room for errant moggies at the Cat Centre!

The following weekend a start was made on assembling the pieces. Unfortunately there was a dearth of volunteers this time. However, with the aid of Cascade's small hydraulic forklift, CYCT Life Member Chris Creese and his brother Nick set up enough dome ribs on the curved lower sill to support

the upper dome ring. Then, singlehandedly, Chris started bolting the parts together which form the dome, encouraged by another CYCT Life Member



*Tasman lantern room components at Hobart Cat Centre
Photo: Erika Johnson*

Erika Johnson who was standing by with the camera. It seems there's life in the old dogs yet!

By the end of the day the dome looked almost complete, but an inventory revealed that some of the original Chance Brothers components are missing or broken so the hunt is on to locate original parts or replacements.

The original Fresnel lens is on permanent display in the Australian Maritime Museum in Sydney. Now, thanks to AMSA's Lyndon O'Grady with help in funding the relocation, FoTI now hopes to be able to find a permanent place to display the lantern room itself. If you know of any pieces of the Tasman Island lighthouse - or any other lighthouse - please let FoTI know - phone President, Carol Jackson 03 6265 9785 or Carol.Jackson@dpac.tas.gov.au .

*The dome under construction by Chris Creese.
Photos: Erika Johnson*





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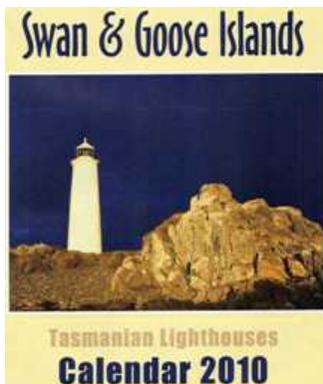
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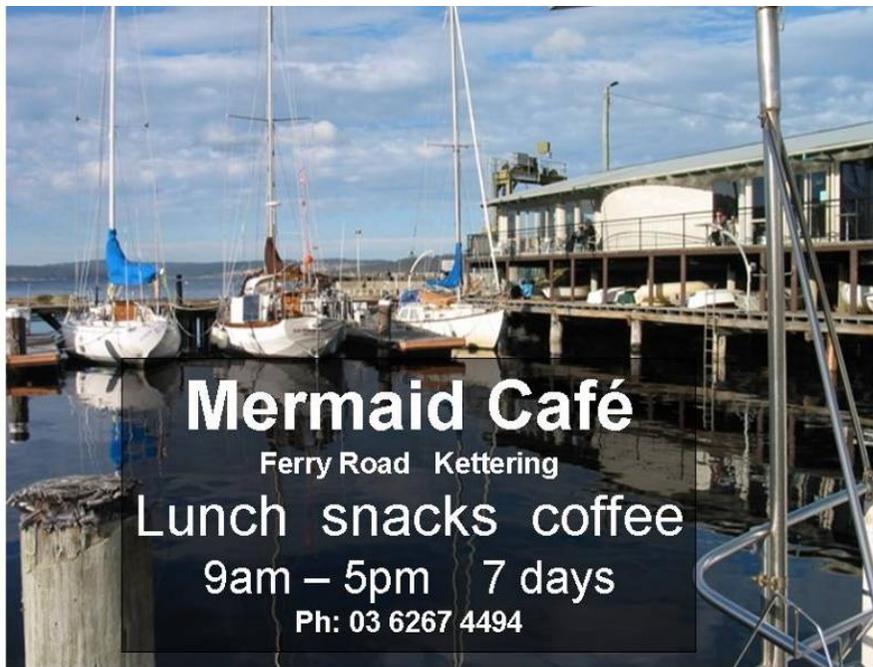
Situated off the north east coast of Tasmania, the beauty and history of these two islands, their lighthouses and the keepers' quarters, is once again stunningly presented in a calendar published by Tasmania 40 Degrees South for the Friends of Tasman Island and Friends of Deal Island.

The calendar showcases a remarkable series of images sourced from highly renowned photographer John Ibbotson, private collections, the National Archives of Australia and the State Library of Tasmania's collections, as well as photographs taken by CYCT life member Erika Johnson, other volunteers and caretakers. This year's Calendar captures the splendour and wild remoteness of these tiny Bass Strait islands and their light stations. An exciting addition is the inclusion of four historic record sheets for the collector.

Sponsored by the Cascade Brewery Company and Tasmania 40 Degrees South, the Tasmanian Lighthouses Calendar series is one of the major fundraising projects for the two Friends groups. Working in partnership with the Tasmanian Parks and Wildlife Service these they are dedicated to the preservation of the natural and built heritage of these lighthouse islands.

Purchase your limited edition calendar now as a stunning gift for yourself, for your family or friends and know that you are helping to support the ongoing work of these Wildcare Inc groups.

**Visit www.wildcaretas.org.au to purchase a calendar on line or to download an order form
or email taslighthousecal@netspace.net.au to place your order**



Going About

EPIRBs ain't EPIRBs

Having acquired a New Zealand built boat with a New Zealand 406 EPIRB, your editor attempted to do the right thing and register the unit with the appropriate Australian authority – AMSA. Rather to his surprise, he discovered that it is not simply a matter of filling out details on the AMSA website. Because the EPIRB was made in New Zealand for that market, it has to be re-coded for Australia – something that has to be done by a specialist.

Luckily, this particular EPIRB manufacturer has an office in Australia. Unluckily, it is in Brisbane, so the unit has to be packed up and sent there. Hopefully the whole process won't take long.

The moral of the story? If you are one of the (hopefully few) Club members who haven't yet purchased a 406 EPIRB, don't be tempted to take advantage of the strong Aussie dollar and buy one on the internet from overseas. It would be an expensive mistake.

***Berrimilla* is on her way – again**

The 33' Brolga – *Berrimilla* – that has already sailed two-handed round the globe in between consecutive Sydney to Hobart races, and more recently sailed through the North West Passage, is now in her way back to Australia, again two-handed. Skipper Alex Whitworth has not yet decided whether the trip will be non-stop or whether to call in to South Africa on the way.

All armchair adventurers are invited to peruse his daily blog at www.berrimilla2.blogspot.com. It is written in Alex's usual idiosyncratic but erudite style and, for your editor at least, is required reading over his daily morning cuppa. A working knowledge of 'The Hitch Hiker's Guide to the Galaxy' may help interpret some of the more obscure references in the blog!

Wanted – Industrial Sewing Machine

Our Rear Commodore, Jose Navarro, is on the lookout for a second hand industrial sewing machine to undertake a few repairs to some awnings and other covers. If you know of one, please call Jose on 6272 4451.

Jose's idea is to use the machine for the jobs that need doing, then make it available at a modest fee to Club members who have similar work to do. When he has recouped his outlay, he will donate the machine to the Club.

Not an advertisement

As once mentioned in a previous issue, we do not believe in free advertising in 'Albatross' (other than for members' odds and ends), but we believe that good service should be recognised when we experience it.

When the engine problem on *Wayfarer II* was first diagnosed, it became an urgent matter to get the engine turning and ascertain whether any long term damage had been done.

The marine mechanic at Kettering, Ian Hughes, responded to a call for help and made himself available that afternoon, recognising the potential seriousness of the situation. After a few hours work, the engine was persuaded to start and was run for long enough to make one oil change.

Ian has been based in Kettering for some months now and is a welcome addition to the boat tradies there. He has had many years experience in most brands of diesel engines (including a stint maintaining Gardners for an English bus company) and is also the local Volvo dealer.

Wayfarer II's owner was very happy with Ian's work, and would use him again without hesitation. His number is 0406 457 784.

Stitching and Beyond – Sale of Work

Many CYCT crew members (and possibly the odd skipper) are keen needle-people, and would no doubt be interested in an exhibition and sale of work being put on by members of 'Stitching and Beyond' at Rosny Barn, Rosny Park, next to Eastlands Shopping Centre.

The exhibition runs from 30th October to 12th November (except Mondays). Call Chris Hussey on 6267 2273 for more info.

For the record, your editor attended the last exhibition by this group, and found it to be extremely interesting, with some remarkable works on display. Skippers – surprise your crew and suggest a visit.



Application for Membership

←—————→
Peter and Chris McHugh

Honey Bee

←—————→

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

Welcome – New Members

Antony and Leone Scobie

Sea Imp

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.

Notice of Special General Meeting

Cruising Yacht Club of Tasmania

Background. At the Club's Annual General Meeting on 1 September 2009, it was generally agreed that the Club was legally eligible for exemption from audit. Consequently, an auditor was not appointed. Your Committee has reviewed the situation and now believes that it a requirement of the Constitution that the Club's finances be audited until the need to do so is changed by a Special General Meeting.

Notice is hereby given of a Special General Meeting on Tuesday 3 November 2009 at 8:00pm at the Derwent Sailing Squadron on Marieville Esplanade, Sandy Bay.

AGENDA

Opening:

Present:

Apologies:

Appointment of an auditor.

Close.

Club members who cannot attend in person may appoint, in writing, another Club member to vote on their behalf as a proxy.

Immediately following the Special General Meeting, the normal monthly meeting of the Club will be held.

Robert Grey
Honorary Secretary
20 October 2009

October General Meeting Minutes

Cruising Yacht Club of Tasmania

8.00pm Tuesday 6th October 2009

Derwent Sailing Squadron Sandy Bay

Commodore Peter Makepeace opened the meeting welcoming members.

Present

42 members present plus visitors Peter and Chris McHugh and Dan Navarro.

Minutes of the previous General Meeting 1 September, 2009.

Moved Dave Davey, seconded Barry Jones that the minutes of the previous general meeting of Tuesday, 1 September 2009, are a true and correct record of proceedings. CARRIED

Business Arising:

Annual Treasurer's Report: Moved Ian Fletcher, seconded Dave Davey that the report be considered by the committee at its next meeting and presented to the next general meeting on the 3rd November for approval. CARRIED

The committee to discuss the future auditing of the Club's finances. Suggested procedure from the Commissioner of Consumer Affairs Department of Justice will be used to guide their deliberations. Any changes to the procedure will be taken into account in the process of updating the Constitution which is currently underway.

Correspondence

Inward:

Ebb Tidings
Squadron News
Mainsheet

Email- Ian Fletcher reported on a message received from ACMA relating to VHF marine radios. This will be referred to the committee. Members will be emailed for comments.

Outward:

Nil

Commodore's Report: (Peter Makepeace)

Opening day for the Yachting season was pleasant weather. Eleven club boats were sighted in the sail-past together with some members on other watercraft.

Sunday gathering in the estuary ended with three boats sheltering at Droughty Point unable to BBQ on land but enjoying an on water lunch.

Vice-Commodore's Report: (Ian Fletcher)

Members were requested to make suggestions for future cruises and especially to let Ian know of any plans for cruising in and around Tasmania where others may join you.

There is a need for members to offer opportunities for interested persons to share cruising experiences.

Further news in the 'Albatross'.

Rear Commodore's Report :(Jose Navarro)

The next general meeting on Tuesday 3 November - the guest speaker will talk on the use of Spinnakers.

See the "Albatross" for details of the Christmas Party.

Guest Speaker

Jose Navarro gave interesting comments on the qualities and skills required for cruising for the first time around Tasmania.

Next General Meeting:

3 November, 2009 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones
Acting Secretary



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