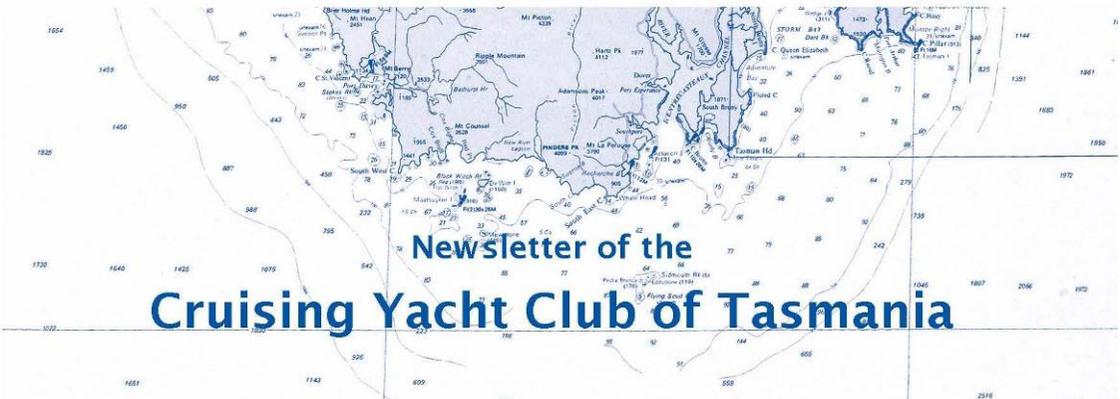


Albatross

Volume 36 No 04 May 2010



*Josida at Spike Cove, Clarke Island, at sunset
Photo: Yvonne Trevaskis*



Newsletter of the
Cruising Yacht Club of Tasmania

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

May – Sat 1st

Donald Sutherland Memorial Navigation Cruise

One of the highlights of the Club calendar, the Navigation Cruise is a great way to hone your navigation skills in a light-hearted day on the water. Full details in April 'Albatross'.

May – Sun 2nd

Picnic – Barnes Bay area

An opportunity for those boats who are berthed in Kettering, or who stayed overnight after the Navigation Cruise, to meet for a couple of hours ashore.

May – Tue 4th

General Meeting – D S S – 8.00pm

Greg Brooks of SailTrain will talk about the training options open to cruising sailors.

May – Weds 12th

Committee Meeting at Mariners Cottage – 7.00pm (Note changed time)

May – Thu 13th

Mid-week cruise ex Kettering

Meet at the Oyster Cove Chandlery at 10.00. Bring lunch and your own PFD. We will decide whose boat(s) we use when we know the numbers. Don't let bad weather deter you – we have a Plan B.

May - Fri 21st to Sun 23rd

Overnight cruise Derwent River – upriver this time

See Cruise Coordinator's report for details

June – Tue 1st

General Meeting – D S S – 8.00pm

Details in to follow in the next 'Albatross'.

June – Weds 9th

Committee Meeting at Mariners Cottage – 7.30pm

June – Sat 12th to 14th - Queens Birthday long weekend

Adventure Bay cruise

See Cruise Coordinator's report for details

An up-to-date version of the Calendar can be obtained from
<http://www.cyct.org.au/Calendar/>

Editorial



What joy! Too much material for one edition of 'Albatross'! Your editor's dreams have come true! (Well, not all of them, but let's not go there.)

The response to my emailed plea for articles and photos has been amazing and my thanks (and that of all members) goes to those who responded with some great accounts of recent cruises. What has made it particularly gratifying is that there were a number of contributions from new members. Some appear in this issue (Gus Vans-Colina, Alan and Jane Butler and Stewart and Barbara Edwards) and others have been held over until next month. Among the latter is a detailed account of a recent Port Davey cruise from

Richard Phillips, accompanied by an article on how the trip was provisioned from Richard's partner, Wendy. Something to look forward to.

Because of the high quality of many of the photos that accompanied the articles, the Committee has been moved to lash out and print this edition of 'Albatross' in colour. Hope you like the result. This won't happen often as it is obviously more expensive than B&W, but hopefully it is something we can repeat on occasions.

In the 'Going About' section you will find mention of the proposed CYCT presence at the Australian Wooden Boat Festival in February next year. The Club plans to have a stand at the Festival, the idea being to raise our profile and attract some more members. Keith Wells and Dennis Lees have volunteered to take this idea and make it happen, but they can't do it all themselves. If you can help in the planning process, have some material that you think would be appropriate to display on the stand, or would like to volunteer some time to man the stand, please contact either of those two members. Your Committee thinks this is a great opportunity to make our Club more accessible to Tasmanian cruising folk.

Lastly – a correction. The photo on the front cover of last month's 'Albatross' was taken by Liz Garnham, not B Walpole. My apologies, Liz. (Great pic!)

Hope you enjoy this newsletter. And keep those contributions coming!

Cheers.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Matthew Bugg's Campaign for 2012 Paralympic Games in London

Matthew Bugg is well known within the yachting fraternity and was a state representative in Cadet dinghies and in hockey.

Matthew broke his back in a snowboarding accident in Switzerland five years ago. At the time he was a chef and was sailing professionally on *Gael*, a 75ft Phil Rhodes ketch, in Italy. He is now competing in an International 2.5m, which is the single handed keelboat sailed in the Paralympics.

Matt has been selected in the Paralympic Development squad. For Australia to qualify and

for Matt to be selected as Australia's representative for the 2012 Paralympics in the 2.4m class, he has to compete in the World Championships in Europe this year. He is competing in the World Championships at Medemblik in the Netherlands in August and in the "Sail for Gold" Regatta at Weymouth, England, in September.

Financial support for Matt through the CYCT or individually would be greatly appreciated. Please see me for further particulars.



Timely Reminder

As I have been out of action for some weeks it was disappointing to not be able to participate in the Easter cruise. From all accounts it was a wonderful weekend. I was told a small boat participating in the cruise did not have riding lights on one night and was narrowly missed by a motor boat (non-member). A timely reminder to switch on necessary lights !!

May General Meeting

The speaker at the May General Meeting on 4th May will be Greg Brooks of SailTrain. SailTrain is based at the DSS and Greg will be telling us about the training courses available to CYCT members and why you could consider enrolling in one.

Anniversary Dinner

It might seem like a long way off, but it is not too soon to mark Saturday 14th August in your diary as the date of the Anniversary Dinner. As usual, we plan to hold the dinner in the Sullivans Cove area, preceded by drinks on board a Club boat in Constitution Dock. As reported in last month's 'Albatross', we are in communication with TasPorts regarding having access to Con Dock so we can maintain this long-standing tradition.

Peter Makepeace



Cruise Co-ordinator's Report

Upcoming Cruises

Saturday 1st May Navigation Cruise

See centre pages of April 'Albatross' for details of the cruise, instructions for participants and for information about the dinner at the Mermaid Café following the event. Contact the Editor if you cannot lay your hands on the last newsletter or download it from the web, and he will get this information to you.

Sunday 2nd May Day trip, Barnes Bay area

A chance for members who stay aboard after the Navigation Cruise to get together on Sunday

Thursday 13th May – Mid-week cruise ex Kettering

Meet 10.00 at Oyster Cove Chandlery, Kettering. Be prepared to use your boat if it is moored there. Bring lunch and own PFD please. Destination will depend on the weather.

21st – 23rd May Overnight cruise Derwent River - upriver

Friday 21st May - Enjoy the hospitality of the Motor Yacht Club on Friday night. Meals served from 6pm

Saturday 22nd May - Cruise upriver, perhaps to Bridgewater, but lunch around Cadbury's Pt. Return to Shag Bay overnight

Sunday 23rd May - Cruise back to our moorings

12th – 14th June Queens Birthday long weekend

Saturday 12th June Cruise to Adventure Bay

Sunday 13th June A 'blues festival' is being held. For aficionados, the full music program next month (ten acts are promised) There will be walks, and other activities for non-blues fans.

Monday 14th June Return to our moorings

Cruising is what the Club is about. I hope to see you on these cruises.

Leo Foley

Webmaster's Report

From Dave Davey – *Windclimber*

A question has arisen as to whether member email addresses on the website could be picked up by Google (and other index services) and indexed, thereby disclosing them to anyone doing a search. There is a two part answer to this question.

First the membership database is not accessible to the indexing robots, so nothing contained in the database is indexed.

Second, addresses that appear in the on-line issues of the Albatross, and in any information files available without logging in as a member, will almost certainly be indexed.

But the simplest answer as to whether your email address is known to a search engine is obtained by connecting to the search engine and doing a search. As an example, if I search for "daved@windclimber.id.au" using Google, I find quite a few results, ranging from newsletters through software release information to email archives of lists that I have contributed to. Note that including my address in this article ensures it will eventually be indexed again! You can do a site-specific search, which in the case of the CYCT website is most easily done using the "Search" box at the bottom of the left menu list on the home page. If you type "daved" there, you will see disclosed by Google both my University of Sydney address which appeared in some Albatross mastheads, and my personal one "daved@windclimber.id.au" because the Editor of the day included it in an advert in the Albatross. But there are no references to any website database resources, e.g. the list of members.

If you search for "Tuxen", for example, you will retrieve pointers to that name in a number of Albatross issues but not find an email address.

The Contacts list (<http://www.cyct.org.au/Contacts/>) provides a means of sending an email to an officer, but does not disclose the address.

If you have discovered that your email address is known to spammers, there are many ways that could have happened. One of the most common is for a virus or trojan infecting a personal machine where your email address is recorded, which apart from your own machine means the machine of anyone you have ever emailed who has saved your email or put your address into their address book. Some "malware" that does not do any obvious damage to a machine is designed to harvest email addresses and send them to the designer who intends to market the resulting list.

Backpacking on Maria Island

From Leo Foley – *Talisman II*

Tasmania's East Coast is a scenic gem. For the cruising yachting it offers safe anchorages, beautiful coastal scenery and some of the best beaches in the world. For those of us who have enjoyed its near solitude over the years, and wondered why so few boats ventured into those anchorages, the Easter weekend may spell the end of an era. Around 60, perhaps 70, boats were anchored in Shoal Bay, with the Deep Hole accommodating 18 (at least) CYCT boats. Albert soared amongst the masts!

For many boats Easter started early, getting away on Thursday and some even arriving at Maria Is then. But most of us made our way across Storm Bay in a



leisurely fashion, arriving at Lime Bay and Monk Bay by sundown. This allowed a leisurely Good Friday morning at anchor, catching up with friends, before our mass transit of the Dunalley canal early in the afternoon. But already, the numbers were dropping. *Lalaguli* 'retired' with off-colour crew, while *Odysey III*

had battery problems, and was struggling to meet the canal deadline. Both boats remained in Norfolk Bay for the following days.

But the rest of us, 13 in total, proceeded through the canal, stopping the traffic



for some time, but providing a great spectacle for those who lined the banks. They seemed to enjoy the delay. *Wayfarer II* led the way, pre-arranged because she had been the last Club boat through prior to Easter and the Cruise Coordinator thought she could best follow her previous furrow. As it turned out the transit was as easy as anyone could wish for, with plenty of water in the altered channel near the narrows.



And now a word about the crew of *Talisman II*. Cheryl had bailed out early, and the Commodore's 'dicky knee' took him out of contention a few days before Easter. Should I go solo? Maybe, but it's not my preferred mode, so a 'Crew Wanted' sign went up in a couple of backpacker hostels. Within minutes I had crew - a young 22yo from Mildura, and a 44yo from Seattle. The 22yo was great. At that age he knew everything and certainly didn't have time to waste with training or following instructions. The more mature American (soon to be Australian) was less self-assured and even considered the skipper might have something useful to contribute.

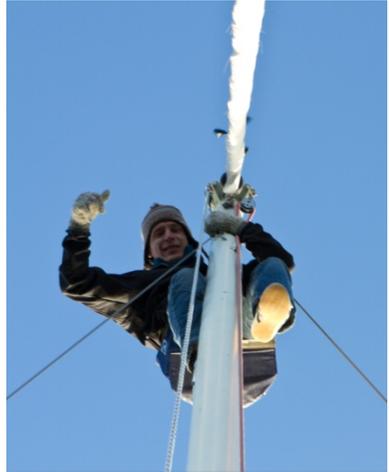
Lime Bay produced its usual bounty of fish, with '22' bringing five good flathead on board. But Rosemary was doing much better off the deck of *Irish Mist*, catching two dozen, and then donating the extra fish needed to make an even meal for three on *Talisman II*. Thus began a great challenge for 22; as soon as the boat was at rest a line was cast overboard and with great enthusiasm and excitement very unlucky flathead were brought aboard. At least we wouldn't starve!

Making our way through the narrows picking up the leads, I was disturbed by a call on Ch 16. With rocks to starboard, breaking waves to port and a reef still ahead, I thought “Whaaaaat?”, and delayed my response, but when possible, responded with “Station calling *Talisman II*?” It turned out to be *Wayfarer II*, now in clear water at the head of the fleet and enquiring whether we should head for Shoal Bay or Reidle Bay. Nice to see our Editor has a sense of humour. (*Seemed like a fair question at the time – Ed*)

Safely clear of the Narrows, sails were raised all round, but in my case the mainsail was raised a little too strenuously and crumpled back onto the boom with the main halyard's swage giving way. Of course, the swage and halyard remained at the top of the mast. A great start to a sailing holiday! But a spinnaker halyard allowed the sail to be raised, albeit only to the first reef position, and that configuration worked well for the rest of the cruise.

Entering Shoal Bay a quite incredible spectacle emerged. It appeared that every boat had convened there for a regatta. With a Southerly blowing and more S forecast, boats were spread across the southern shore. Some CYCT boats had already converged on the 'Deep Hole', and had taken over that area. It is a good anchorage and '22' brought up 450mm flathead there. He was happy.

A walk to Haunted Bay was planned for Saturday, but the lost halyard had priority and 22 was raised up the mast. He wasn't the lightest on board, but was the keenest for the adventure and was keen to have photos for his mum.



Anyway, the halyard was retrieved and tied off. It will make replacement much easier.

The Haunted Bay walk got away around 1030, with an intended time of two hours each way. A few people decided to head for Robey's



The crew of Minerva. Scary!

Some members enjoyed Reidle Bay on the return walk, and its calm conditions looked very inviting for future days.

On Easter Sunday a parade of bonnets was quickly organised. A row-past of CYCT boats found some very creative efforts. *Pandora's* activities showed why the rabbit population has gotten out of control, while many variations of Easter Bunnies led to exchanges of eggs and other Easter goodies. Incriminating photos will allow members to make their own judgments! Non-CYCT boats were particularly appreciative of the entertainment and also appreciated the eggs delivered to their boats.



Is this what an over-exposure to chocolate can do to you?

Farm - a shorter walk - instead.

A large group set off together but spread out as conversations took over. 'Brown's cows' might best describe progress. It is an easy walk until the final descent onto the rocks at the Bay, which is a bit steep, but even that is quite possible for a bloke with dicey knees, and the final destination on the rocks offers superb rewards.



Patricia Locke uses some ingenuity

Because of the increasing difficulty of the tides for the return canal trip, some boats were already returning to Norfolk Bay. Others with more time, were able to take longer trips to Freycinet and perhaps Wineglass Bay. Most crews moved to Chinaman's Bay where a barbecue was held ashore and a walk to the convict ruins was undertaken. Keith Wells had already set off for Dunalley but his spirit lingered as his traditional box of choccies was devoured.

Monday was a quiet, calm day, and



Inspiration on (or was it from?) Irish Mist

were now in a Marine Protected area!

In the evening we joined the Parks and Wildlife walking tour to see the wildlife. It is highly recommended for anyone who has the opportunity. Wallabies, pademelons, a wombat or two, possums and even a Little Penguin emerged quite a way from the shore. Very nice. But the highlight was the curtain of light in the southern sky. The curtain shimmered, faded and reformed across the sky, and we realised we were witnessing a Southern Aurora. Spectacular! I hadn't seen one for many years.



Whatever was he thinking?

Talisman II motored to Darlington to enjoy the walks there, and to wander through the ruins. Andrew and Judy had left *Reflections* at Chinaman's, walking to Darlington, so the Coffee Palace audio-visual was enjoyed in their company. Meanwhile, '44' climbed Bishop and Clerk while 22 explored rock pools for more bait. He even entered 'Good Fishing' in the visitor's book before being reminded we



No lack of ingenuity on Sagres

After showering at the campground (bliss!), we made our way back on board and decided that a night sail would be a good experience. But I was tired, and needed some sleep. Awakening at 0300 we raised anchor and drifted slowly down the Mercury Passage. A good breeze filled in as we cleared the channel and we enjoyed an excellent sail, intending to anchor in Fortescue Bay. But progress was good and the forecast was for strong winds the following day so we kept going to Port Arthur. The NE wind was over 20 knots now and we were rollicking along and reached Tasman Island at 1045 hrs, not even 8 hours since leaving Darlington.

As we entered Tasman Passage, I realised I had made a mistake. Sailing through with 25 knots from astern and perhaps checking out the seals was the plan. I hadn't reckoned on the large SW swell entering the passage from the western end. Oops! Very large breaking waves crashed against both shores and the gap in between seemed very



One day an Easter bonnet, the next a Santa hat. Life's always fun in the CYCT.

small indeed. Gybing was a real risk as I looked for a safe passage. My crew were no longer enjoying an adventure and were looking very white-knuckled indeed. But, as usual, there is always a relatively quiet patch and we hurtled through the foamy water while being twisted about by the whirlpools created by the waves. The route around the outside of Tasman Island is recommended in such conditions. But we were through, and now the wind was fluky as Cape Pillar blanketed the breeze.

Arriving in Port Arthur, the calm of the port and the anchorage at Ladies Bay was appreciated. '22' left the boat to savour the delights (try his luck) at the Port Arthur pub, while '44' and I enjoyed a bottle of red by candlelight. My batteries were low. That's my explanation - and I shouldn't have to explain myself anyway!

The forecast for the next morning was again for strong NE winds. A gentle sail out of Port Arthur to Cape Raoul belied the rough conditions in Storm Bay. *Talisman II* loves going to windward at 20 knots or more but I find that crew are far less enthusiastic. Cheryl simply goes to her bunk, and '22' employed the same strategy. I didn't see him again till the Iron Pot, while '44' was next to useless, holding on tight thinking his days were ended. All this for a lumpy 1.5 – 2m wave that hardly ever entered the cockpit. Just a vigorous sail in Tassie waters, I'd say.

But after helming for 6 hours I didn't feel like cleaning up the boat so headed for Quarantine Bay rather than back to my Kettering mooring. The final morning offered a last backpacker quandary and a final frustrating delay. Around 0820, '22' asked if we could get underway. As I was enjoying tea and muffin at the time I saw no need to hurry. He seemed agitated and it turned

out he wanted to get to dry land to use the toilet. He'd been aboard a week and didn't like the idea of using the marine toilet. I hadn't taken particular notice but it turns out he didn't use it at all. That's a long week!! As my mother was wont to say, "Too silly for words!"

Then, arriving at Kettering, I went to collect my car from friends who had kept it safely at their Ferry Rd house. I'd left the keys with them. But they weren't home and when I contacted them found they would be gone several hours. Just what we needed, but it gave us time to clean up the boat and to do some minor repairs. At least - it allowed me to do those things. '22' had his fishing line wet again while '44' brought himself up to date with the local newspapers.

So, my experiment with backpackers was a mixed result. I had a good week away and enjoyed their company. But three blokes on a boat is a different proposition to Cheryl and me. And I can't help wondering how it might have worked out if I hadn't taken the two blokes and instead accepted as crew the other three people who answered my ad – Sarah, Jessica and Kati!



Dennison Canal, with Maria Island in the distance.

Photo by Chris Creese, taken from a helicopter as he returned from a stint on Tasman Island with FOTI.

More pictures from the Easter Maria Island Cruise



StormFisher in Marion Bay Narrows



Trouble on Talisman II



Above and below—Through the Canal



Reflections taking advantage of the following breeze



StormFisher heads South

From Gus Vans-Colina



My latest boat, *StormFisher*, is a Fisher 32 and I think this might be boat number fifteen, not counting dinghies - of which there has been a small fleet!

As always when I change boats the criteria are governed by liveability, looks, pedigree and headroom – I'm six two! Sailing ability is becoming less important although she must be able to give me a nice sail when I want one.

So with these points in mind, and having always admired the English designed Fisher range of motorsailers, I started looking at what was available on the Australian and overseas market. Fishers have sailed and been exported all over the world and after looking at the two available in Vic/NSW, I was looking at one in Scotland and one in the Great Lakes of

Canada, but days before I left to head overseas one came up in Yamba, Northern NSW. It had just had a \$40k refit and the owner was getting out of boating. A quick trip up confirmed what I had heard - that the boat was in great condition and a credit to the previous owner. I'm not going to list all the work that had been done, but all major items, including a new 50hp engine, were either replaced or renewed so I only have minor jobs to do to personalise the boat.

I drove from Hobart to Yamba with the car loaded to the gills with all my boating gear and was a bit apprehensive after unloading the car that all the gear would not fit in, but in the next couple of days everything disappeared into the lockers with space to spare. the Fishers are a high volume heavy displacement cruiser.

So, glad to be away from the heat and humidity of Yamba and with an old friend for crew (with zero boating experience but no seasickness), we headed out of the Clarence river. The look on his face as we crossed the barred river mouth was worth a million dollars. The fingernail marks are still in the varnished rail he was hanging onto.

The Clarence Bar was a little lumpy as it was the bottom of the ebb and the river was in flood. No breaking water - just a couple of vertical walls and one that came in from the beam and gave us a good roll. I should have had the main up! The rest of the day was fine and sunny and not a breath of wind, so a nice motor sail to Coffs at 1800 rpm giving 6kts at 2.5 lph.

The next day it was off to Camden Haven, again little wind but a sea breeze later. This port is a favourite of mine and a great place to spend time tied up to the United Services Club jetty with everything close at hand. We were going to stay longer but next morning the forecast promised a nor'easter not to be missed, and on this leg through to Broken Bay for a total of 25 hours we sailed wing by wing for 19hrs! We also got a good push from the East Australian Current running at up to 3 to 4 kts - at one time we were making 10kts over the bottom!

After Broken Bay, we had stops at Ulladulla, and 'in town' on the public jetty at Batemans Bay. We were able to enter and exit the bar there at a half-tide as there is only 0.8m at low water (Fisher 32s draw 1.25m).

Then down to Eden for the usual wait for a window of weather to cross to Tassie (crossing number 26). I like to have 60hrs clear to get to Freycinet and into the calm waters behind the Peninsula.

While waiting at Eden you have to do 'the Eden two step' waltzing



At Bateman's Bay

between the main harbour and East Boyd Bay on the southside as the jetties at Eden are very dangerous in south to southwest winds above 20kts, as we were to find out. I have always moved across in good time with a change due, but this time I left it about 30 minutes late and going from a millpond the harbour had five to six foot waves and the wind reported by the Coastguard was hitting 50-60kts! Paul, my crew, having jumped onboard with the last bowline was forced to lay in the 'scuppers' hanging on to the loose mooring lines so they didn't wrap around the prop while I tried to hold her bow on to the wind and waves at FULL throttle and making half a knot headway. At one point a gust caught the bow and I was only just able to bring her back into the wind. I dread to think where we would have ended up if she had not responded as there



Leaving Maria Island for Hobart

were only rocks and jetties to leeward. All this time Paul was lying on the foredeck and being covered by green waves and cold wind. We finally clawed our way out over to the other side of the bay and to the calm but windy safe anchorage at the wood-chip mill.

After seven days a window of weather developed forecasting N/E then N/W winds of 15 to 25 kts for the next three days - should be a good crossing! Well like most forecasts they don't always come true! We got the N/E for the first day but the next 18 hours saw the wind out of the west with a touch of south in it giving us an apparent wind of 60 degrees off the bow and 25 to 35 kts over the deck. Not what a motorsailer likes, but with a third of the inmast main and about the same of headsail and 1600 revs she went along very comfortably at 6/7kts with no slamming or banging and an easy motion. The last night, by now off the coast of N/E Tassie, it went calm then south at 10 kts, and again she motor sailed into this with the minimum of fuss. Of course, we didn't take our slippers off for the whole crossing!

Our overnight after 60 hrs on the move was at the delightful Maria Is, and no sooner was the hook down than Paul had a bucket full of flathead for dinner.

Next day saw us through



Safe in Constitution Dock

Dennison Canal, Norfolk Bay and up the Derwent to Hobart town and Constitution Dock.

So what can I say about the Fisher 32? It did exactly what the designers Gordon Wyatt and David Freeman (UK) designed it to do, and did it very well, giving us a dry, warm and comfortable 1300nm trouble free trip from Yamba to Hobart.

Am I pleased with my latest boat? You bet! Is it my last? Well as one old friend once said to me – “Gus, I will believe it’s your last boat when I hear you’ve bought 100,000 acres west of “The Alice””

Easter in les Ilots du Sud.

From Alan & Jan Butler - *Veleva II*



Recipe for a successful cruise in New Caledonia:

1. Take some Tasmanian weather in your luggage. It had (the locals told us) been overcast, too windy, and rainy since December but over Easter we had blue skies and gentle breezes!

2. Be ultra-lazy: leave your own boat in Tasmania and go sailing with local friends, in this case our daughter Anita and her husband Denis, and sons

François, Henri and Luc (ship’s boys 1, 2 and 3 respectively) in their Schionning 1350 *McMoggy* (formerly from New Zealand but now an Australian ship, home port Jervis Bay).

On Good Friday Anita, Denis, Jan and Alan sailed to Ilot Maître, close to Nouméa. We spent the afternoon scrubbing the hulls – fouling grows fast in the subtropical summer and *McMoggy* hadn’t been sailed for a while, but the up-side is, the water





temperature is perfect for snorkelling!

Life can be complicated with a family in France ... ship's boys 1 & 2 had school on Friday, and one of them Saturday morning, so we berthed about midday on Saturday at the service station near the Nouméa Yacht Club (Cercle Nautique Calédonien), took on fuel, water, supplies and boys, and set off on a wonderful sail with fair breeze (although not strong enough for our skipper) to Ilot Vua, where we spent a delightful late afternoon with more hull cleaning, and a visitor aboard for aperitifs. (Yves from the charter cat *Touaou* – another highly

recommended option for cruising the lazy way in N.C.!)

Sunday was a slow but very pleasant sail to tiny Ilot Ua, another of the Ilots du Sud, where we swam, went ashore so that Luc (3.5 months old) could have a swim, admired sea-snakes and sharks, and snorkelled over a particularly lovely fringing reef (and in New Caledonia that's saying something). The evening's entrée was collected on the skipper's spear.

Monday morning dawned beautiful, but dead calm. Great for swimming and snorkelling before breakfast. Light wind is OK in this astonishingly speedy cat – but **no** wind is a bit unhelpful. We set off under power, but eventually had a light following wind and made good speed under main & spinnaker. We were back on the moorings at Ouémo (a Nouméa suburb) and home before dark.

A wonderful weekend!

The next day the trade winds and cloudy sky returned with a vengeance, but the following weekend we went





sailing again in perfect weather and an unusual, gentle SW to southerly wind, so we could anchor in the lee of the Quatre Bancs du Nord, a lovely spot when the wind is right, and we had

the place almost to ourselves even on a beautiful Sunday.

As we sailed back into Nouméa that evening I counted 17 sails – and who knows how many power boats? – all arriving at the same time. We'd hardly seen anyone all day – it's a big lagoon!



The RYCT Gippsland Lakes Cruise

From Yvonne Trevaskis - *Josida*



The author at Spike Cove, Clarke Island

Josida was not getting any younger, and nor was her crew for that matter. The old girl (we mean *Josida* here, not the first mate!) had not crossed the paddock before, so before we all got too old to do this sort of thing the skipper decided to put her

name down for the RYCT's cruise to the Gippsland Lakes.

Josida was moored at Orford and all provisioned and ready for her adventure. We met up with the rest of the fleet at Bryan's Corner on the 25th January. We sat out Australia Day in Wineglass Bay as we waited for the southerly change to arrive – which it did late afternoon. After things settled down a bit we set off with a brisk 25-30knot southerly behind us. It was a rollicking overnight ride up to Picnic Cove at Eddystone Point, where we arrived at daybreak and stopped for a while to stretch our legs before heading off again at about midday for Clarke Island, the southernmost island in the Furneaux group.

We arrived at Spike Bay at Clarke Island later that day.



Deal Island



The mechanics – David Meldrum and David Pope

Clarke Island is very beautiful – but then all these islands are spectacular, as we were to discover on our voyage. Next morning we headed off bound for Killiecrankie on the northern tip of Flinders Island. We had been serenely going along for about an hour when the old girl decided to show who was the boss and chucked a tantrum (I mean *Josida* here not the first mate!) At the southern end of Flinders Island, not far off Trousers Point, the engine died. This was at about 9.00am. The skipper was head down in the engine room fiddling around with fuel filters and I anxiously observed a fishing boat go past – this was the last boat we saw for the next six or so hours. Although there was a wind blowing, the currents in that area of Franklin Sound are strong and with it against us we remained virtually stationary. In the afternoon the wind died completely and we were now more or less helpless to the current. I got some good radio practice calling up Coast Guard Tamar so see if we could get some help. As there was no-one around to help a fisherman suggested that we just drop the pick in 25metres and wait until morning. However, luck was with us and, lo and behold, a yacht appeared in the distance. Their VHF



Stackeys Bight, Killiecrankie Bay

was not working properly so they had not heard our calls of distress. It turned out to be *Ill Eagle*, one of our fleet that had stopped off at Lady Barron. The boys off *Ill Eagle* hopped aboard and got the problem sorted out after towing us

in to Trousers Point – another lovely spot! Tip: Know which way is ‘up’ on the fuel filters!

Next morning at first light, in company with *Ill Eagle* and with a brisk South-westerly prevailing we set off for a nonstop 24hr sail to Lakes Entrance. As we rounded the northern tip of Flinders Island we set the course in a direct line to Lakes Entrance and had the brisk South-westerly on our aft quarter. We barrelled along in 25 knots and, after copping a couple of ‘big ones’ over the



Crayfish at Killecrankie

cockpit I decided to look forward rather than behind us! Moving about the boat without getting tossed around was hard so I harnessed myself in the cockpit, eyes firmly forward most of the way! The sou’wester kept up and we were goose-winged for the greater part of the crossing doing a consistent seven knots or so. Crossing the shipping channel in the late afternoon we had a close encounter with the *Dawn Princess* and a very large container vessel.



Preservation Island

Once again radio skills were practised – after picking them up on the radar we let them get to about 2nm and then called them up just to ensure they knew

we were there! It was a beautiful night with the full moon out on Bass Strait - after the wind had calmed down a bit. Most of the fleet set the same cracking pace and all of us were assembled at the bar at dawn waiting for the light in order to cross this rather tricky bar. However conditions were perfect and all went smoothly and the fleet tied up at Flagstaff Jetty to compare tales of the crossing and have a well-deserved breakfast.

Gippsland Lakes are very beautiful – abundant birdlife and very picturesque, but shallow and not kind to Tassie sailors who are used to deep water! Practically every one of the fleet ran aground at some point that week after missing a lateral marker here and there. However the fleet potted gamely around what is the largest inland waterway in the southern hemisphere during the week. As for *Josida*, she spent the week moored outside David Meldrum's canal home while the boys tinkered blissfully heads down in the engine all week. They loved it – by day three they actually got around to looking at the original

problem. The first mate was onlooker and 'gopher' to the auto parts shop in Bairnsdale.

The Gippsland Lakes Yacht Club were perfect hosts and after a great week and farewell dinner at the club the



Deal Island locals

fleet once again assembled at Flagstaff Jetty to await departure over the bar. That evening it was decided that conditions were not favourable so we all waited until first light next morning and set off in better conditions, headed for Deal Island. It was an uneventful sail – light winds meant that a fair bit was under motor on nice flat seas – secretly I didn't mind this at all. We arrived in Murray Passage between Deal and Erith Islands at around midnight in utter darkness with thick fog. Venturing out into the cockpit I was confronted with fearsome looming cliffs which seemed to be all around us! Never having been there before it was difficult to know where we were dropping the anchor in East Cove and were very reliant on the GPS and the mast lights of the fleet. However all was okay and next morning we awoke to a foggy, still day ready to explore the island. Deal Island is beautiful – we had a walk up to the lighthouse and visited the interesting museum. The greater part of the fleet

rushed off at midday but we saw no hurry to leave so soon. That evening we had a great beach BBQ with the three other boats that lingered with us at Deal. We were sad to be leaving the next day but will return sometime for a longer sojourn.

Heading South, and as we were in no particular hurry, we parted ways with the remainder of the fleet and diverted to Killiecrankie Bay at the northern tip of Flinders Island to shelter from the predicted strong Westerly. Well, we loved Killiecrankie so much that we lingered for several days! We hired a car and had a couple of days driving around the island and spent the rest of the time exploring the local beaches and environs. It would be impossible to describe it all within the confines of this article. Eventually it was time to head off. We were sad to weigh anchor and will return one day.



Spike Cove, Clarke Island

On the way south, on a beautiful day, we stopped to explore Preservation Island, site of the historic wreck of the *Sydney Cove*. Preservation Island is remote and scenically splendid and we had a wonderful day roaming around the beaches and mutton-bird rookeries before heading off back to Spike Cove on Clarke Island - our jump off point for the trip back down the East coast. The predicted South-westerly turned out to be a strong Westerly and we had a most uncomfortable few hours pitching violently around at anchor whilst a strong wind met head on with a strong outgoing tide. Not at all pleasant – neither of us could eat our dinner! We spent the next day wandering around the cove, savouring the scenery and storing it into the memory. Not even a close

encounter with a large tiger snake could discourage us from venturing further. That last evening in the Furneaux group we were treated to yet another magnificent sunset. We will return someday.

We set off at daybreak and planned to probably stop off at Long Point. I was tired of night sails by this time. However around Eddystone Point the Northerly picked up and once again we were goose-winged and flying along. *Josida* decided to give it one last fling and picked up her skirt and showed her petticoats as she fairly flew along reaching nine knots at times. There was life in the old girl even after such a long journey (I mean *Josida*, not the first mate!). We had planned to reach Schouten Passage at around daybreak next morning but as we flew past Long Point we decided to keep going and got to Bryan's Corner at 11.00pm that night.

And so we were back to where we had started our big adventure. It was a great trip, a great challenge both for us and the old girl (I mean *Josida*). Apart from the initial dummypit she acquitted herself admirably and hopefully is prepared for another journey back to those beautiful islands that make up the Furneaux group.



Focus-on-Franklin Cruise

From Dave Davey and Annick Anselin - *Windclimber*

Windclimber left Kettering on Thursday morning aiming to reach Port Huon in



time for the late afternoon high tide. Our last trip up the Huon had left us with little to spare under our 2m draft, so the timing was important. The trip down to about Arch Rock was a good run, a mixture of sailing and motor sailing. Then the nor'wester came in strongly suddenly making Port Huon seem

a long distance away. We managed to keep on schedule motor sailing with a single reefed main and the trip up from Port Huon to Franklin was straightforward. We arrived only ten minutes after the Wooden Boat



Marina had closed, but some students from the school guided us to a berth. The current was strong at the time and a second choice berth was needed which, since we were the first arrival, was not a problem.

Next day we were joined by *Sea Quest*, *Sea Imp*, *Kiap* and *Sagres* who all reported unpleasant conditions in the lower Channel as far as Huon Island.

Reports from the 'Mad Hatter's Ball', (part of the Alice in Wonderland theme) that took place on Friday evening were good, but apart from the Ball, Franklin was pretty quiet on Friday.

Some activities started on Saturday morning with exhibitions open. Saturday afternoon saw the dragon boats in action, first racing, then in the evening being part of the 'light show'. The 'Pink Ladies' in their vessel provided one of the highlights of the weekend, as the lights decorating their dragon boat were quite remarkable, and they took their task seriously, paddling up and down the river front for about an hour. The on-shore activities were mostly for the children with fluorescent face painting resulting in some remarkable results under the very high intensity ultra-violet lamps the organisers had set up. Attempts to launch hot-air lanterns were met with mixed success due to the wind, but a few



Dutton v Dutton on the Franklin

successes showed that in calm conditions this could be quite impressive.

There was much more activity on Sunday, with an open market, model yacht racing, and the dinghy race. The course for this race was not trivial - from Franklin up-river around the tip of Egg Island, then south on the eastern side to the canal, through the Canal, north again around a moored yacht then south to the start-finish line. The fastest competitor took the best part of an hour and was moving well ahead of the fleet from the start.

There was music of all kinds through the weekend, including the launch in the Church Studio of a new CD – ‘Goode Women Doin’ Time - Tales from the Female Factory’ produced by Tricia Lane. The enthusiastic performances displayed some excellent voices.



For us a highlight was a visit to the Warships and Marine Corps Museum and a tour with Brian Morrison - all too short to take in his extensive collection. Worth consideration for a Club winter land cruise. This was followed by a visit to Jack Woodward's model shipyard - quite stunning workmanship in evidence producing his 'dug-out' technique hulls.

A good sail back for us on Monday brought a very successful trip to a close.

Our First Cruise in Tasmania

From Stewart and Barbara Edwards - *Mintaka*

We are certain that those who read this will recall their first cruise onboard their yacht.

Although I'm a qualified coxswain, most of my experience has been aboard smallish to medium sized clinker launches and Halverson style vessels. Barb and I arrived in Hobart Town in February 2008 and decided to purchase a

timber motor sailor to enjoy the Derwent and Channel waterways. As is sometimes the case we bought something completely different from the plan. In July we took delivery of our 1973 24' GRP SpaceSailer which was in need of much TLC.

By February this year the boat was as good as it was ever going to be - gone was the filthy loo and everything that lingered behind and beneath it, the 70's brown cushion covers were replaced with some beautiful hand spun bluish tinged with burgundy wool from a Bruny Island weaver which was given to us by a lovely lady who had no further use for it. A new 4 stroke engine replaced the very old 2 stroke outboard that I had no faith in, a new deep cycle battery and solar panel were fitted and the washed out timber work was refurbished, as was the laminated tiller, (a work of art if I do say so myself).

We decided to go to Kettering on Easter Sunday where Jim Tayton kindly provided a berth instead of swinging off our mooring opposite the Public Wharf. Remember, this is our first overnight outing together; my sailing skills had been improved by a number twilight outings as crew on Helsal 3 and I felt reasonably confident that we could get to Kettering and back in one piece. The weather forecast was for fine weather and little wind.

After stowing far too much 'stuff' for a one nighter, we got underway at about 1100 hours. We decided to take our dinghy 'just in case' which wasn't a particularly good idea; after Barb let go the lines at our RYCT berth and only going astern a few feet I flicked the forward lever on the engine and watched the painter wrap three times around the prop shaft. Barb was most impressed that I simply secured the boat to the RYCT walk way (thank heavens there was not a cast of thousands there to witness the mess), got into the tender and freed the painter without having to remove the prop. I got back on board with a wet bum and off we went. Barb now has a new job - to keep hold of the painter and the tender close to the stern 'till we are underway.

I might add here that Barb has difficulty with nautical terms; sheets are what she sleeps between, a painter is someone with a brush and paint tin, stern is me when not happy, bow is what an honourable Japanese gentleman does and head is what not to bump on the cockpit entrance. I tell myself it is early days and maybe it will get better.

After a bad start we settled into the yachting thing without any more drama; the sails went up in a gentle following breeze which gave me an opportunity to try out the Autohelm (an amazing bit of gear). When we got as far as Blackmans Bay the breeze became nothing. After drifting aimlessly we decided that engine propulsion was a good option if we were to get into the berth at Kettering before dark. After some engine hours and being able to see Oyster Bay the breeze returned and up went the sails again. To our delight we saw many fairy penguins and some escapees from the fish farm near Pear Tree.

At 1700 hours we were berthed at Kettering. The mozzies began their attack as soon as we got there. However, by good fortune the store was still open and we got some spray and repellent. The store was doing a roaring trade with masses of freshly cooked pizza and chips going out the door and some diners were at table munching through chicken, pizza and more chips. I was very tempted to follow suit, however we had our dinner provisions on board.

With the mozzies at bay after I had put up the screens I found stowed away by the previous owner, some repellent liberally applied and sprayed into the cabin, I ventured on deck to cook the aged rump. When the sun went down the mozzies simply disappeared. After a very pleasant meal washed down with some excellent red wine we chatted, read a while and retired to the forward cabin.

It must be the same in all yachts where the main cabin is in the bow so that the occupant's feet have to spend the night intertwined together. Why is the drain pipe from the forward chain locker right there in the way of one pair of feet?

We must have had some sleep and the morning dawned with scattered clouds, the gentle ripple of water against the hull as early fisherman left the Cove and time to get breakfast ready. We were most fortunate having access to a shower and loo ashore and having attended to ablutions, bacon and eggs was the order of the day, followed by some freshly brewed coffee.

We walked to the Kettering marina to be amazed at the progress being made. There are not many parts left of the old marina and it looks like a finish may be only months away. We identify A33 which is our assigned berth and discussed the merits of berthing *Mintaka* there rather than at the RYCT. If we elect to be at Kettering, which a number of people have advised is a far better option, we are at the head of the Channel rather than four to five hours from it.

We chatted with a number of boat owners who were aboard their vessels for Easter - boating people are so friendly. One man who lives aboard his boat five days out of seven invited us aboard his beautiful S&S 40'. However, we put it off till next we visit as he was scrubbing the cabin tops and the soap may well have dried.

At 1100 hours we were back on board *Mintaka* and after putting Jim Tayton's tinny back where we found it in the berth he let us use (with Barb holding tightly to the painter (without the brush) to the dinghy) we headed for home. There was a slight breeze coming up the channel and we could not believe the number of sailing boats in sight. We were certain that many of the boats carried an Albatross burgee, however most were a fair way off in the distance to enable us to be certain.

The sails came down shortly after setting off and we reverted to engine power. We came across a pod of some six dolphins, more fairy penguins and two seals

lying on their backs taking it easy in perfectly calm waters. Once we got to Tinderbox the wind came up and we enjoyed a steady pace for home at six knots.

Without notice *Mintaka* rounded up which gave Barb and I a start - the beer I had just put in the stubby cooler went over the side as I battled to regain control. Our boat has incredible weather helm and I have arranged for DR Marine to take a look at - maybe the sails need some attention or there may be a combination of elements which contribute to the problem.

We kept pace with a yacht much bigger than ours until we reached the Garrow Light when he must have started his engine and took off. Shortly after we were safely berthed at the RYCT.

I have to say that we enjoyed our first over night immensely and look forward to doing it again in company with fellow CYCT members. Barb & I look forward to meeting other fellow CYCT members in the near future.



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Going About

A miscellany of items of interest to members

Visitors to Hobart



Phil and (ex-Commodore) Helen Hebblethwaite (Stewart) were in Tasmania recently visiting family and friends. Included in their busy round of visits was lunch with Dave Davey and Annick Ansselin. Good to see that their recent

dismasting en route to the Maldives ('Albatross' – March 2010) has not had a permanent impact on their sense of humour!

Flinders Islet Accident Report

The report into the horrific accident on Flinders Islet near Wollongong in which two well known and experienced sailors lost their lives has been published. You can download it from:

http://www.cyca.com.au/sysfile/downloads/CYCA_Flinders_Islet_Internal_Inquiry_Report.pdf

If time and space permit, appropriate extracts may appear in future editions of 'Albatross'.

CYCT and the Australian Wooden Boat Festival

The management of the AWBF has advised the Club that we are able to have a stand at the 2011 Festival at no cost. Your Committee has concluded that this would be an excellent way to promote the existence and activities of the CYCT to a much wider audience, and hopefully gain some new members in the process.

Dennis Lees and Keith Wells have agreed to co-lead a small group who will see this concept through to fruition. They would be delighted to hear from any member who has any ideas regarding the sort of display that the Club could mount or who may have some material that could be used. If you think you can help, please contact either Dennis or Keith – contact details are in the list of Club members published recently and on the Club website. Volunteers to man the stand will be sought nearer the time of the Festival (February 2011).

New Website Feature

There is now a calendar on the Club website based on databases of meetings and cruises at <http://www.cyct.org.au/Calendar/>

This should always be up to date. If you put your pointer over one of the calendar events, a short description of the event will appear. You can click on the event for a pop-up with the details - but you must have pop-ups enabled for the cyct.org.au site for this to work.

For Sale

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Application for Membership

Chris and Sally Calvert

Halcyon

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.

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.

Welcome – New Members

—————
Alan and Jan Butler

Veleva II
—————

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 Member Profile

Alan & Jan Butler - *Veleva II*

We have sailed for many years, mostly inshore in small boats and mostly in South Australia. (The first *Veleva* was a Hartley TS16 in Adelaide; other boats included a 420, a Laser, a Caper Cat, sailboards and kayaks).

Our most recent boat before *Verella II* was a 24' wooden sloop, *Andrina*, which served us well in Adelaide and Perth before we sold her and moved to Hobart. We had her for 10 years, and had a lot of fun, but our longest trip in *Andrina* was 48 nautical miles. Although Alan has sailed to Fiji and we have made some coastal cruises in Queensland and New Caledonia, we would rate ourselves as inexperienced cruisers. So, although *Verella II* is a very capable boat we only plan coastal cruising in sheltered waters for the foreseeable future.

Verella II is a Jarkan 10.4 (some say 10.5) fibreglass centre cockpit cutter built in NSW in 1983. She started life as a charter boat in Queensland (hence the cabin has fans but no heating!). We understand she had owners in Launceston and there was a previous owner in Kettering before us. We've had her since 2007, cruising the Channel, Derwent and Huon estuary.

(Alan and Jan contributed the article on sailing in New Caledonia that appears in this edition of 'Albatross'. Ed.)



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Minutes of the March General Meeting of the Cruising Yacht Club of Tasmania 8.00pm 13th April 2010 - Derwent Sailing Squadron.

Opening:

Commodore Peter Makepeace opened the meeting at 8:07pm and welcomed those attending.

Present:

23 members registered their attendance.

Guests:

The Commodore welcomed the following guests:

James Kerrison – as guest speaker

Minutes of the previous general meeting:

The Minutes of the General Meeting held on 2nd March 2010 were approved as proposed by Margaret Jones and seconded by Kathleen Page.

Statement by the Commodore

Commodore Peter Makepeace read the following statement.

“It is with regret that I have to inform the meeting that on 11 March, I received the resignation of Jose Navarro from the position of Rear Commodore and that on 16 March I received resignations from Ian and Wendy Fletcher from the positions of Vice-Commodore and Committee member respectively. On behalf of the Club I accepted those resignations but with great reluctance. I have written to each and thanked them for their participation in the work of our Club and for the good work they had done in the short time they were on the Committee. I table their letters of resignation for any Club member to read should they wish to do so at the end of the meeting. I am very pleased that all three have chosen to remain members of the Club.

At a special meeting of the Committee called to address these resignations, the Committee resolved to continue until the next AGM when new elections are due to be held. The means by which this will be achieved was resolved by the Committee as follows: I, as Commodore, will assume the duties of Rear Commodore and coordinating the speaker program, and past Commodore Leo Foley will assume the duties of cruise coordinator. Other duties will be undertaken by the members of the Committee.

If any member disagrees with these decisions, I invite them to put a motion to this meeting”.

Ian Fletcher disputed the date on which his resignation was received by the Commodore, saying he sent it on 11 March 2010.

No other issues arose from the members attending.

Cruise Coordinator’s Report

Leo Foley reported on plans for forthcoming cruises.

- Donald Sutherland Navigation Cruise on 1 May 2010.
- The up-river cruise to Lindisfarne, Shag Bay and Austin’s Ferry 21-23 May 2010.
- Cruise to Adventure Bay to coincide with the ‘Blues Festival’ during the long weekend in June.

Details of the planned cruises will appear on the Club’s website.

Treasurer's Report

The Treasurer's Report was read aloud by Secretary Robert Grey. There being no questions, Robert Grey moved that the report be accepted. The motion was seconded by Dave Davey and carried.

Correspondence

Secretary Robert Grey reported the correspondence which was tabled and which included the letters of resignation from their Committee positions by Jose Navarro and Ian and Wendy Fletcher.

Other Business

Secretary Robert Grey asked for an indication from members who would give their personal time to support a Club activity at the Wooden Boat Festival in 2011 to assist the Committee in making plans. Several members indicated they would give such support by raising their hand.

Chris Palmer advised that there would be a mid-week cruise from Kettering this coming Thursday 15 April 2010 and requested participants to advise him by email.

Chris passed on advice from Gus Vans-Colina (StormFisher) that he has four spaces available on the Navigation Cruise.

Andrew Boon reported on plans by National Park authorities to move Deny King's old mooring at Melaleuca to the 'heavy landing'.

John Bridgeland asked if members had any queries about the Donald Sutherland Navigation Cruise. There were none.

Close

A planned demonstration of the website was postponed until the next meeting and there being no further business, Commodore Peter Makepeace closed the meeting at 8:24pm.

He then invited Jose Navarro to introduce James Kerrison who gave a very interesting presentation on how to keep physically fit within the confines of a small boat.

Next Meeting

The next General Meeting will be on 4 May 2010.

Robert Grey
Secretary



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