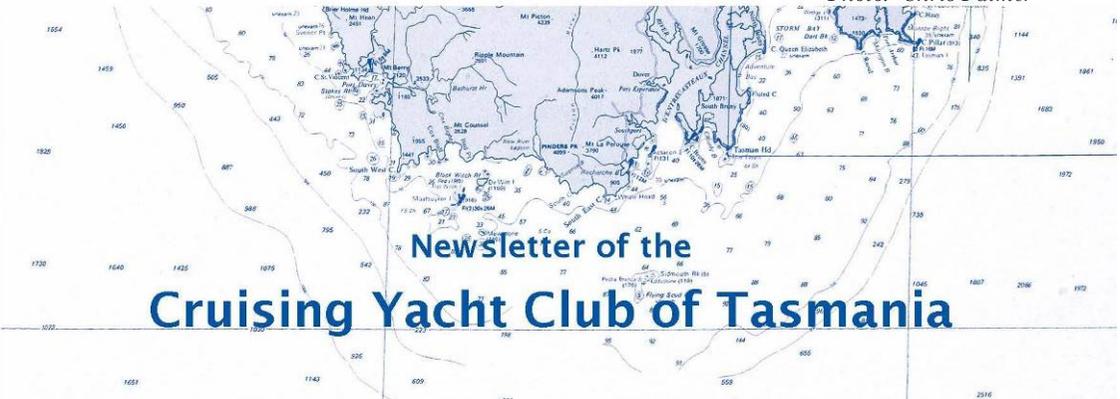


Albatross

Volume 36 No 06 July 2010



*Robert and Nigel Grey with Andrew Boon on their way up-river on Bahloo – May Derwent cruise
Photo: Chris Palmer*



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

July – Fri 2nd

New Members' Evening

If you joined CYCT in the last two years and have not received an invitation, please contact Secretary Rob Grey on 6243 7736.

July – Tue 6th

General Meeting – D S S – 8.00pm

Erika Shankley will talk about Tasman Island, its light and the activities of the Friends of Tasman Island (FoTI).

July – Weds 14th

Committee Meeting at Mariners Cottage – 7.30pm

August – Tue 3rd

General Meeting – D S S – 8.00pm

Speaker and subject to be advised.

August – Weds 11th

Committee Meeting at Mariners Cottage – 7.30pm

August – Sat 14th

Anniversary Dinner

**Hobart Function and Conference Centre, Elizabeth Street Pier,
7.00pm to 11.30pm**

TasPorts has agreed to waive mooring fees for Club members mooring in Constitution Dock on the night of the Dinner, so hopefully members will take advantage of this and continue the tradition of gluwein on board prior to the meal.

See page 9 for details.

September – Tue 7th

Annual General Meeting – D S S – 8.00pm

AGM to elect new Committee Members, followed by snacks and chats

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

Editorial



Another month – another ‘Albatross’. They seem to come around awful fast these days. A symptom of advancing years, perhaps? I hope not.

This is traditionally a quiet time of year for the CYCT. Not many cruises are scheduled and probably most of us are getting into maintenance matters on our boats. Or at least planning to.

Of course the weather is an impediment to winter cruising, although this winter has been pretty benign so far. It would be interesting to know how many Club boats are fitted with heaters of some sort. There is nothing on *Wayfarer* at this point, but one is planned. The options range from the very simple to the pretty complex. At this point, a diesel ducted system is looking the most attractive, partly because the layout of the boat would allow the ducting to be run relatively easily. Maybe a future Rear Commodore could convene a panel of experts on the subject of heaters in boats at a General Meeting at some stage in the not too distant future.

This months ‘Albatross’ has a mix of content. There are a couple of truly excellent and fascinating articles from Richard Phillips (*Charon*) and Gus Vans-Colina (*StormFisher*). I guarantee you will enjoy them both.

In addition, we have a fair bit of what might be called admin stuff. There are calls for nominations for ‘Cruise of the Year’ and Cruising Plaques, plus the agenda for the next AGM and a nomination form for Committee positions for 2010-11. Next month we hope to include a brief rundown of the roles and responsibilities of each Committee position for the benefit of recent members and those who may be considering nominating. An amendment to the Club Constitution is also detailed in this newsletter and you are asked to consider it prior to the AGM in September.

Lastly, a reminder about the Anniversary Dinner. Your Committee is hoping for a good turn-out, and with TasPorts co-operation we are again able use Con Dock for overnight mooring at no cost. Hope to see you there.

Cheers.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Although we occasionally get out on our boat in winter, it is a bit chilly – I must be getting soft! However, it does give us the opportunity to catch up on all those jobs around the house and garden, which we gladly overlook during sailing season because we just have to get out on the water!

A recent, reluctant visit to an exhibition at the Long Gallery, Salamanca, called *The Knitting Room*, left me pleasantly surprised. It is a house sized creation, made up entirely of knitted articles, created mainly by nursing home residents. Thousands of people from all over the state and overseas have seen the display. No, I am not going to take up knitting!

We could visit the Maritime Museum, take a stroll around the Botanical Gardens, but I would prefer to wander around marinas and dream! One day we might get a bigger boat, then again we might get a caravan! Many travel to warmer climes. Those of us left behind dream!

Roll on summer, roll on!

Sailtrain

Our guest speaker at the June General Meeting was Greg Brooks who gave a very informative talk about Sailtrain courses. A following article gives further details about individual courses.

Annual Dinner

As previously mentioned, the Anniversary Dinner has been booked for 14th August at Hobart Function and Conference Centre, starting at 7.00 pm, ending at 11.30 pm. Cost is \$45 per head and the Club will subsidise that cost by \$5.00. The Buffet Dinner Menu offers a selection of two roast meats and two hot dishes served with salads, vegetables, bread rolls. Desserts, tea and coffee are also on the menu.

The Anniversary Dinner is one of the most important events in the Club calendar, so we are hoping for a good roll-up. We have been given permission by TasPorts to moor Club boats at no cost in Constitution Dock on the night, so we can maintain our tradition of gluwain and nibbles on a Club boat prior to heading off to eat.

Peter Makepeace

A Cruise in Company to Port Davey – II

From Richard Phillips - *Charon*



Davey Gorge

After about three weeks in Port Davey it became apparent that many other yachts had come and gone – and with the crew of *Athena* only days off heading home we appreciated the lack of restraints upon us – both from a safety aspect as well as giving us the ability to immerse ourselves in the place. We were feeling that timelines and cruising were not compatible and we would rather stay for weeks in one place than try to rush to see everything. We also realised that there was just too much to see and do here in four weeks!

Stores were holding up well with only two significant dramas – we ran out of Bombay Sapphire after just three weeks – and had omitted to pack a grapefruit knife (now rectified on both counts!)

We visited Melaleuca Inlet one last time – to post mail home (there is a mail box at the airport – and by the way, Melaleuca doesn't have a postcode!), to walk part of the South Coast Track – and to visit the parents of a friend of Wendy's, Peter and Barbara Willson.

I had some preconceptions about a four-week sojourn in the West Coast wilderness that were pleasantly shattered.

The weather was wonderful.

Although we had cold fronts at the rate of about one a week (usually on a Thursday for some reason) they are not complicated by the land masses they passed over and they did follow the weather book. We had been getting a pretty good match with the photos in the RYA weather book and the western horizon. Apart from a cloudy day and some rain once a week – we enjoyed 25 to

30 degree days – calm starry nights, wonderful sunsets and gentle anchorages. Weather forecasts were excellent from Coast Radio Hobart on channel 82 relayed from Maatsuyker Island - and we usually had good radio reception for the ABC radio (not that there was anything happening – we did hear some news of a local election which convinced us more than ever to remain in the South West until it was all over.)

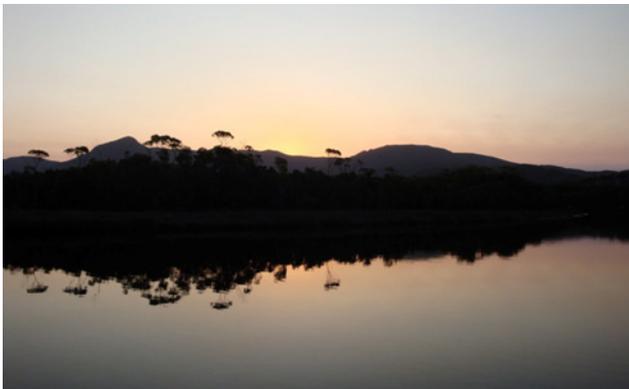


Cox's Bight

The food was plenty and varied.

Wendy excelled to the point that we started looking forward to the emergency rations (Fray Bentos Pies and Bully Beef!). Highlight meals were Kofta beef curried meatballs, chilli con carne (with fresh chillies!), coutea in tarragon, roast lamb and vegies and lamb with white onion sauce. The wine cellar held up well with the mix of reds and whites scheduled to run out on the last night – as well as plenty of beer and whiskey. Sadly (did I say this before) we ran out of Bombay Sapphire – but had plenty of fresh lemons and bottles of Indian Tonic Water remaining. We did try the Single Malt Highland Park with tonic, ice and lemon on one evening.

The zucchinis we were given by friends at the last minute were rotten in the first few days (it doesn't get better than that!) – but everything that Wendy had planned and the two days spent packing *Charon* before we left had paid off. Separately wrapped tomatoes, daily turned fresh eggs that I had plucked warm from under a mate's chooks the



Melaleuca Sunset

day before we left, vegetables stored in paper bags, cryovacced meat, lemons in aluminium foil, dry goods and emergency canned stores all provided us with fresh food for the entire cruise. We were able to share meals with friends and take unexpected guests at short notice. We referred to the long-term store



Davey Gorge (2)

under drawers in the aft cabin as “the shop” which we visited every few days to “buy” our groceries.

The locals were friendly.

We scored a bag of couta from a charter boat on Valentines Day that we shared with the rest of our anchorage. Eight delightful blokes on a boat called *Ball Breaker* running out of Southport had called in to Claytons Corner for a night ashore. Given that Port Davey is a no-take zone – we were appreciative of the donation. We had been taking on water at Claytons Corner where we had tied up - our first load since leaving Kettering three weeks earlier. Wendy had been beating the washing on the jetty at Claytons Corner as it had warm water if we left the hose in the sun - and we had a large bucket that she stamped in – like pressing grapes. The jetty had become a focal point of the cruising “village” as it had water, access to the shore and boats could anchor nearby. There is a lot to be said for the village well! We met up with crew from *Matilde*, *Epsilon Caspian*, and several others.

Our last trip to Melelaleuca allowed us the privilege of meeting Peter and Barbara Willson – the only permanent residents since Deny King passed away in 1991. Peter is a mining engineer from South Africa and with his wife Barbara, they settled here in the 1970's to



The Willson's at home

mine tin. Peter is now in his eighties and the idea of living anywhere else seemed inconceivable. We enjoyed afternoon tea after climbing to the top of nearby King's Knob – and a highlight for me was the tour of the mine site and smelter adjacent their warm and comfortable home.

They sold their last tin several years ago and were very proud to give us a tour of the mine and its operation – including a smelter that they assembled from bits and pieces acquired from all over the state and brought there in their fishing boat, *Rallinga*, that they had also had built. They had retired near the mine workings and the house was warm, comfortable and friendly. Peter and Barbara regularly entertained visitors and still travel internationally. They were about to head off to a family holiday in the Isle of Man (Peter is a Manxman) and later Copenhagen. The smelter was an amazing Heath Robinson arrangement fired by coke and diesel and produced very high quality ingots of tin. They had built and operated their own three-phase electrical generator system for the mine and worked the entire operation themselves. These people are true heroes and I felt honoured to meet them.



We also met up with a fellow cruiser, Ken Collins, who lives on a classic wooden boat called *Claire de Lune*. Unknown to Ken, I had been salivating through binoculars at *Claire De Lune's* brightwork – she is a magnificently restored Admirals copper of the 1950's. I was delighted to get a tour aboard and witnessed the ten coats of varnish, a Baby Blake toilet and a turned Huon Pine burl'd birdseye bathroom sink. Ken had written the definitive guide to the southwest some years earlier (which he later signed for the crew of *Honey Bee*) and is versed on the ecology, geology, palaeontology, botany and zoology of the area. We shared several meals with Ken, including our free meal of couta, and became much more knowledgeable about the Southwest.

The area is beyond description.

Just when we thought we had been up every river, anchored in every cove and climbed every mountain (there is a song in that!) we discovered the Davey River - once destined to be damned (I think that is the correct spelling!) by the State government in the 1970's.

We crossed Port Davey on a calm morning (about a half meter swell) and anchored near the piners settlement at Settlement Point. It was a three-hour dinghy trip with outboard to get upstream to the first of three narrow (almost touching the sides) and steep sided gorges. There were no tourist boats, only one other dinghy and no signs of civilisation. Our mates Peter and Chris lost a prop shear pin on a log - but this was easily fixed and a new one banged in with a dinghy anchor and rowlock. Most of the Gorge was done under oars.

The Davey Gorge was stunning! We were often left speechless at the sheer cliff faces and the angular geology, the stands of baby Huon Pine and the sound of the swirling tea coloured water making its way through the shallow rapids. We immersed ourselves in the Gorges for the day.

Another big day – 0800 to 1730 back at the boat and a crossing of Port Davey to get back to Bramble Cove for a few beers and nibbles before dinner. The next day the cold front came through – along with three men in a racing yacht from Melbourne.

On the next full moon we departed Schooner Cove on a rolling southwest swell and headed to Recherche Bay. We had enjoyed big days! Big trip down and back. Big walks! We had climbed Mt Rugby, been up every navigable river by

Celebrate our 35th
Anniversary in style!
Moor in Con Dock at
no charge and enjoy
pre-dinner glühwein on
a Club boat from 5pm!

CYCT Anniversary Dinner Sat August 14th

Boats planning to use Con Dock should be ready for the 15.00 bridge opening.

A TasPorts Licence Agreement must be completed by all boats.

Note: Additional nights will be charged.



**Hobart Function &
Convention Centre,
Elizabeth Street Pier,
Hobart**

7.00pm to 11.30pm

Cost: \$40.00 plus drinks

motor, rowing, pushing the dinghy with a stick or dragging it over shallows through tea-stained water. We had met wonderful people whose memories will stay with us forever.

Charon had gone very well and been our comfortable home for over a month. She was in better condition on the return as I had also had time to tinker on

some little jobs on quiet days. I had also enjoyed some quality engine room time.



Peter & Chris McHugh capturing the moment

Doing the “big one” first had spoilt us. We had lived at a different pace and to different rules. On arriving at Kettering we were overwhelmed at the election posters everywhere. Our first passenger experience in a car felt hair raising – we were driving at 60 kph out

of Kettering to a family BBQ. We hadn't gone over seven knots for five weeks.

We arrived at Constitution Dock to find that the price had increased considerably and that you could no longer live aboard there. Election material was everywhere and the daily news was pretty gloomy. We missed the daily sched from Coast Radio Hobart and the changing weather patterns emerging from the west. *Charon* was booked on the slip during the Easter break. Wendy and I decided that after we left the slip we would head north: for as long as it takes and as far as we want to go.

Postscript:

We left our mooring at Taranna on the first week of May and headed up the East coast of Tasmania to Launceston. There we took on crew and sailed across the Strait to New South Wales. *Charon* is currently anchored in Batemans Bay. We leave for Jervis Bay in the morning.



SailTrain

Greg Brooks – Principal

(Greg was the speaker at our June General Meeting, when he explained the history and current activities of SailTrain. He sent the following information for CYCT members. Ed)

Thanks for the opportunity to talk to the Cruising Club about SailTrain.

Since SailTrain joined the RYA (Royal Yachting Assosiation) / YA (Yachting Australia) Cruising scheme we have implemented a number of RYA/YA courses, the inshore and coastal navigation course, Start Yachting, Competent Crew, Passage Course, Day Skipper and Yachtmaster courses. After December 2010 RYA/YA cruising certificates will replace all YA qualifications. These courses are set up to suit the experience of each student.

Experience	Course Name	Objective of Course
Beginner / Novice	Start yachting	Introduces concepts
	Competent crew	Reinforce concepts
Intermediate	Competent crew	Reinforce concepts
	Day skipper	Skipper in familiar waters
Advanced	Day skipper	Skipper a yacht in coastal waters
	Yachtmaster	Skipper a yacht in coastal waters

The majority of our courses are available through Adult Education or by booking at the DSS office. I recommend our Inshore and Coastal Navigation course which is based on the RYA Day Skipper syllabus. The instructor for navigation, Jeremy Parker, brings his knowledge of a lifetime of professional boating experience to these courses. We are about to run an introduction to Celestial Navigation and if we have enough interest will run a full Celestial Navigation course in the near future.

Next season we will be offering a passage course and boat-handling course to meet the requirements for Day Skipper certificate or Yachtmaster training. The Day Skipper and Yachtmaster certificates can be used internationally to charter vessels or to become an instructor. Yachtmaster Offshore Certificate is externally examined but we recommend doing a navigation and boat-handling course before attempting the exam.

For course information you can contact the DSS Office or email Greg Brooks at gregbrooks@netspace.net.au on 0438 091 015.

Sailtrain Winter Program

The following courses from our Winter Program might be of interest to your members. For advanced courses it is better to discuss a training program with our instructors.

Course	Start date	Format	Cost
Inshore and coastal navigation	15 June	6 x 3hr sessions	\$310.00
Start yachting	17 June	Theory + 2 day practical	\$365.00
Celestial navigation	29 June	1 x 3hr session	\$45.00
Passage course	2 July	Theory + 3 day practical	\$425.00
Radio certificate	7 July	4 x 2.5hr sessions	\$195.00
Cooking at sea	12 July	2 x 2hr sessions	\$45.00

July Meeting - Tasman Island

The FoTI Years



Italian writer, Annamaria Mariotti, proclaims in her recently published book *The World's Greatest Lighthouses*, that the Tasman Island lighthouse is one of only three great lighthouses in Australia. This iconic landmark, standing atop some of the highest sea cliffs in Australia, is well known to mariners.

Investigating the need for a lighthouse in the early days of the colony, members of the Hobart Marine

Board thought that whoever suggested a lighthouse on this precipitous island must be *non compos mentis!* They then went on to build a lighthouse on an equally remote and difficult site - Maatusyker Island! It wasn't until 1906 that the light tower on Tasman Island was completed and officially opened by the Master Warden, A.E. Risby on 2nd April.

Access was difficult and life on the island harsh. In fact some keepers referred to it as Alcatraz!

Separated from Cape Pillar by the narrow Tasman Passage, Tasman is only about 80 kilometers, or 30 minutes flying time from Hobart, as the crow flies. However, getting there was another story. A small boat trip through treacherous and wind-swept waters culminated in a precarious journey in a basket suspended from a flying fox and a ride up a steep haulage on an open flat-topped trolley. Not for the faint-hearted!



Many enjoyed the adventure and isolation of living and working on this spectacular island, so near, yet so far from civilisation. However, in 1977, following the automation of the lighthouse, the keepers were withdrawn and the lightstation was abandoned, quickly falling into disrepair and decay.

That was until 2005 when the Friends of Tasman Island came to the rescue! This group of like-minded people work, voluntarily, in partnership with the Parks and Wildlife Service and with the help of Wildcare, to restore the lightstation and its surrounds to their former glory.

Visit this spectacular island from the comfort of the DSS clubrooms with Erika Shankley, CYCT Life Member and FoTI Secretary on Tuesday 6th July at 8.00pm.





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Hammers and Electrics

From Dave Davey – *lv¹ Fergie*

I quote from "Going About" in the June *Albatross*: "Second gem of wisdom: If you can't fix it with a hammer, you've got an electrical problem." I think the following may put that statement in question.

One day, after a long period of reliable service, the engine would not start. The ignition switch produced a reasonable clunk of the solenoid, the starter motor seemed to spin, but failed to engage the flywheel gear. Repeated attempts gave the same result. Seemed like some sort of electrical fault. Insufficient voltage to the starter motor? The battery voltage was normal, so perhaps the starter

¹ *Land Vessel*

motor brushes? Hand cranking was not an option, so something had to be done to get the starter doing its normal job.

Now I really should tell you, dear reader, that the engine in question was not *Windclimber's* relatively new Nanni Diesel, but the petrol engine of our 1953 Ferguson tractor. And I would tell you that except if I did, our responsible *Albatross* Editor would probably not accept this short article, so strike this paragraph from the record.

Removing the starter from the engine proved to be very easy and I then started to have a careful look. It was immediately clear that the starter motor was remarkably similar to that from the 1963 Triumph TR4 I had years ago. In fact it is entirely possible it was identical, given that both the Ferguson and Triumph came from the Standard Motor Company in England. While years ago a very similar starting problem with my TR4 had been fixed by freeing the brushes, on this occasion examination of the Bendix gear indicated something was wrong. The engagement cog would not slide on the spiral gear of the motor shaft. In trying to work out why not, I noted that one of the three separate teeth of the cog gear, the ones that slide down the spiral, was out of place and seemed jammed fast. Now the Ferguson tool kit includes a large hammer. A solid blow to the cog dislodged the misplaced tooth, and the gear worked as expected.

Five minutes later the starter was back in place and the engine started first go, as usual.

So..... My electrical fault was fixed with a hammer. *Q.E.D.* ?

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.

Of Cutters, Baggy-wrinkle and Topsail Schooners

The Early Life of a Wayward Sailor

From Rob (Gus) Vans-Colina - *StormFisher*



The first 25 years of my life were dominated by the sea and vessels that floated on them.

I blame my parents, of course, as my first memories are of our home, which happened to be a 110ft x16ft x 9ft twin screw motor yacht, *my Mhoire*, which Dad bought during the war. His excuse to my mother was “the Germans have bombed all the decent houses”! We lived mid-way between the two great naval bases of

Portsmouth and Plymouth in Torquay, South West Devon, and also in a mud berth on the upper reaches of the River Dart , if the strafing was to bad.

The keel was laid for the Earl of Falmouth in 1902 as a clipper bowed, counter sterned schooner, but with the coming of the diesel engines she was completed as a motor yacht, with twin Boudin 8 cylinder semi-diesels, giving 18kts flat out, but a comfortable 12kts cruise speed. No automatic engine controls - my Dad would ring the engine telegraph down to my Uncle Jim in the engine room, and the appropriate time was required for him to get the engines into reverse gear. Quite a few bowsprits didn't survive the coming alongside manoeuvres!



But before *Mhoire* and during the early part of the war they lived on a forty footer which Dad had bought as a sunken deceased estate. I don't think he blamed the Luftwaffe for that. Anyway, Mum and an old Uncle and my older brother (age about two) and a German Shepherd cleaned it up and moved

on board.

Our playground was the harbour of Torquay, which at that time was very much a working harbour with a good size fleet of trawlers and general cargo ships coming and going, so the fish markets and stacks of cargo



Uncle Harry, Dad and Mum with Uncle John on first boat we had 1943



Rob rowing John and Rex, in front of Mhoire 1952

racing, first on International Cadets, then through Enterprises, 12 foot Nationals and onto Dragons, Folkboats and finally off-shore cruiser-racers doing Fastnet, Hook of Holland and La Rochelle races.

About this time a school friend and I bought an old cutter sight unseen, *Helen of Cork* circa 1894, laying in Cork Harbour from some Irish monks who had used

and timber were ours to discover and use to our imaginations end.

Our home in the early 50's was very much a party boat with everybody letting their hair down after those terrible years of 1939-45. Many a party was had aboard what was the largest private yacht in the area.

As I got older I started



Rob & John on the boom of Mhoire 1962



Rob, Sarah Hardingham and John

Bottle bred!

with an old school friend bought and sold seven 80ft Baltic trading Schooners.

We sold them to Americans and the profit from these went into an 126ft Topsail Schooner called *Giffon* which was chartered in the Caribbean. I spent days making the baggy-wrinkle for her. But before all that I delivered two of the 80 footers from our base in Hobro, Northern Denmark, to Los Angeles via Panama canal.

This was quite an undertaking in those days (late sixties) as navigation was by a plastic Davis sextant and a short wave radio receiver, no transmitter, which was used to get the time signal to work out the sights. We would leave Las Palmas and

the boat to sail the West Coast of Ireland. They neglected to tell us she was rotten as a peach and the engine needed some special prayer to make it run! We also neglected to tell our parents of the purchase till we got her back to South Devon, a trip that I remember for being with fair winds and much pumping and praying.

We had many good trips on her across the Channel to buy duty free Scotch which we flogged around the local pubs until my Dad's best friend, the local Customs and Excise officer, suggested that we find another "hobby" as we were too young to drink legally.

Later, after a spell in Australia working on the Snowy Mountains scheme, I returned to Europe and



Helen of Cork



Sara waiting for the ice to clear. Hobro, Denmark

chain and the old bilge pump, which was a bit like a village well pump. By the time we got into port we had 6 feet of water in the cargo hold and could not reduce it.

We spent ten days with the help of local shipwrights repairing and replacing rotten planks and putting copper cringles on others. The rest of the trip was easy, although by the time we got off the Mexican coast we were running out of money due to the repairs and delays in Spain and were reduced to burning cargo hatches for fuel to cook with. By this time the menu was rice and caught fish.

Later I moved back to Australia and took up a career as an aircraft pilot and have been lucky to have flown many different types of aircraft from biplane crop-dusters, ski planes in Antarctica, flying boats in Canada, small aircraft in Papua New Guinea and Indo-China to airliners with Ansett, but that's another yarn.

All the while I have been the owner

send a telegram back to base to expect to hear from us between 25 and 30 days later in Barbados, West Indies, all being well.

The first trip I did nearly ended in disaster after we sprang a garboard plank in the Bay of Biscay in what turned out to be a force 10-11 gale. Our choices were to turn and run north or push on into it and make for the Northern Spanish port of La Coruna. It took us 48 hours to cover a bit over 90 miles, all the while the crew working a bucket



Sara en route from Denmark to USA

of 15 fine vessels and have cruised to Northern Queensland, Solomon Islands, New Zealand, Western Pacific, and of course, Tasmania.

Here are just a few of my favourites.



Boorowra - an ex-Eden fishing trawler



Eikon a triple diagonal Kauri, Allan Mummary design from NZ



Mim - a stripped planked Philip Rodes design

Going About

A miscellany of items of interest to members

Club phone number

Over the years, many people have made the point that initial contact with the Club is difficult for prospective members. Without a copy of this newsletter in your possession, how do you know what number to call?

In a bid to fix this problem, the Committee agreed to the purchase of a budget pre-paid mobile phone so that we can have one number that will remain constant and appear in the White Pages as well as on the Club website. The handset will be held by a Committee member – probably on a rotating basis.

The phone has been acquired, and the number is **0417 560 519**.

Mobile phone coverage

The Ocean Racing Club of Victoria website has a couple of useful charts showing the mobile phone coverage around Tasmania and Victoria. Go to www.orcv.org.au and the link should appear on the home page. If not, follow the 'News' link.

With more and more sailors using mobile phones as modems for their laptops while at sea, good mobile coverage has become an important element in the navigation and safety picture for many.

Dual Intensity Lighting

From Dave Davey - *Windclimber*

The options for cabin lighting are increasing rapidly with new models of high intensity LED lamps appearing. For some, LEDs still do not provide all the answers. The blue-white light of some LEDs does not compliment the warm timber colours of many cabins, and for some purposes they are simply not bright enough.

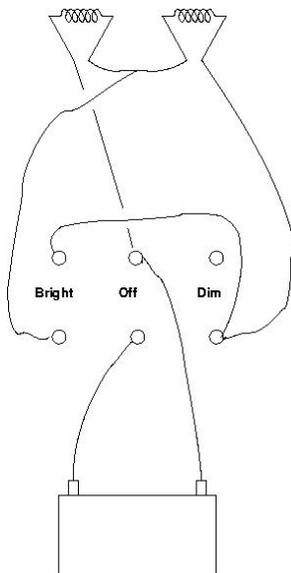
The introduction of "warm white" LEDs has overcome the colour-temperature limitations to a large extent. These lamps still use blue LEDs but the diode is coated with a phosphor (or phosphors) to emit light at a different wave length (or wavelengths). The resulting emitted light can be made more like that provided by a tungsten lamp, and better suited to a "homey" environment.

These warm white LEDs vary amongst manufacturers, and some claim it is difficult to get a matching set, but these differences are quite subtle. Incidentally, in shops the colour-temperature of LEDs is often not stated. But a crude assessment of "white" vs warm white LEDs can be made by looking into the lens of the unlit LED. The phosphor of the warm white LEDs can be seen as a yellow colour. Warm white LEDs are not as efficient at converting electric current to light due to losses in the phosphors, but they are still more efficient than alternatives.

The halogen lamps still offer performance features that the LEDs do not yet provide. They can be very bright, depending on the wattage, and offer the warm white, broad spectrum light that enhances timber colours. Most of the small fittings made for yachts and caravans use 10 watt lamps. For power conservation you can use 5 watt lamps, though these are more difficult to find. (You can order them from numerous suppliers on the web.)

In some contexts the halogen lamps are simply too bright! For example when trying to maintain dark adaptation for night navigation, or when having a meal. A simple wiring trick can provide an option. If you arrange for two lamps to be wired in series, only about half the current that would go through one (or one quarter of that used by the two) is used, and the light output is dropped accordingly - to about 20% of that used by the two operating normally. The resulting light is akin to that produced by a bright oil lamp - perfect for the night navigation context, or for "mood" lighting.

A pair of lamps can be wired with a double-pole, double-throw, centre off switch. Switch it one way for full brightness and the other for dim. In addition, if the light fittings have their own switches you can choose to have only one on, but this will only work for the bright option. Both lamps must operate to get the dim light. The rough schematic shows the wiring.



A Plea for Piccies

Our Club Warden, Chris Creese, has noticed that he is receiving fewer and fewer photographs for the Club's albums over the last few years. This is quite possibly due to the popularity of digital cameras over the film sort (remember them?).

The albums are an important part of the Club's history and maintaining continuity throughout technology changes is a challenge we have to face.

Members are encouraged to send photos to the Warden, either on a CD or printed on photographic paper. The latter is still the preferred format.

Albums are on display at all General Meetings, and if you haven't had a browse through them you are missing out on some history – not to mention the odd embarrassing event captured for posterity.



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Proposed Changes to the CYCT Constitution

Preamble

After discussion at its last meeting, your Committee is of the view that it would benefit the Club to make two amendments to the Club Constitution.

The first is a simple change to formally include the Webmaster as an elected Committee Member. At present, no mention of the position of Webmaster is made in the Constitution, reflecting the times in which it was written

The second proposed amendment is designed to allow more flexibility in the election of some Committee members. As the Constitution is worded at present, all Committee members are subject to the 'three year rule' – they cannot hold office for more than three consecutive years. For Office Bearers this is very sensible and is designed to avoid a situation where one person or faction could exert undue influence over the direction of the Club for a prolonged period. However, it is less of an issue for other Committee positions, and in view of the difficulty of getting Club members to nominate for Committee positions each year it is the Committee's view that this proposed amendment will allow those Committee members who wish to continue making a contribution for more than three years to do so. As an example, under the present arrangements our current Warden (Chris Creese) must relinquish his position at the next AGM, but the Committee can see no negatives to his continuing.

These proposed amendments will appear as resolutions on the Agenda of the 2010 Annual General Meeting to be held on 7th September.

Proposal 1

That Clause 12 of the Constitution be amended to include the position of Webmaster as a Committee Member. Clause 12 to read:

Resolution

The Committee of the Association shall consist of

1. **Commodore**
2. **Vice Commodore**
3. **Rear Commodore**
4. **Treasurer**
5. **Secretary**

6. **Immediate Past Commodore, being the person who held the office of Commodore immediately prior to the last Annual General Meeting.**
7. **Editor of “Albatross”**
8. **Membership Officer**
9. **Webmaster**
10. **Two elected members**
11. **Club Warden, this position may be held by any of the above members of the Committee or by another Club Member.**

Proposal 2

That Clause 14 of the Constitution be amended as follows:

Clause 14 – Current:

Office Bearers and other members of the Committee shall be elected to hold office for one year at the Annual General Meeting and may not hold office for more than three years consecutively. They are eligible to stand for re-election after a period of one year after vacating that office and they shall be elected by a simple majority of financial members 18 years and over present at the Annual General Meeting.

Clause 14 – Proposed

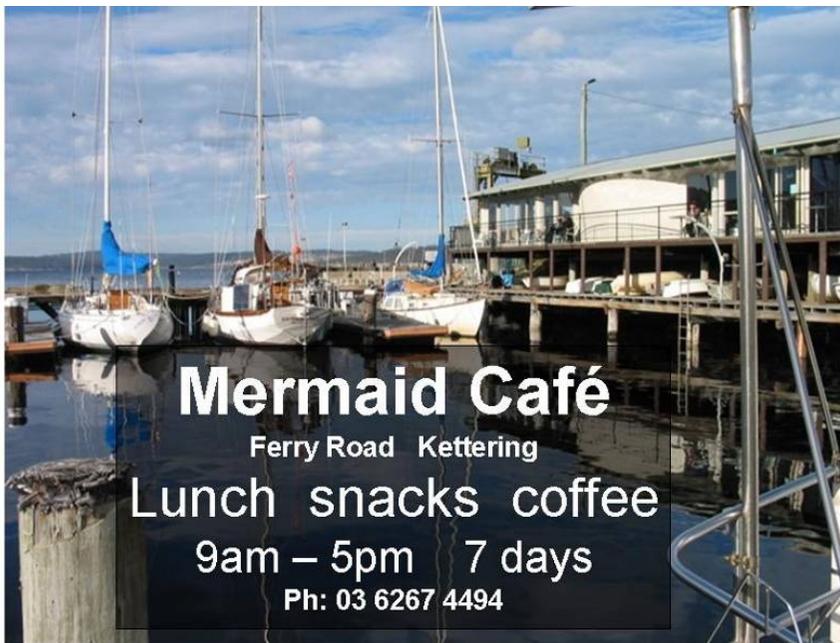
Resolution

Office Bearers and other members of the Committee shall be elected to hold office for one year at the Annual General Meeting. They shall be elected by a simple majority of financial members 18 years and over present at the Annual General Meeting.

Office Bearers may not hold office for more than three years consecutively. Office Bearers are eligible to stand for re-election after a period of one year after vacating that office.

Note – The Office bearers of the Club as defined in Clause 11 of the Constitution are Commodore, Vice Commodore, Rear Commodore, Secretary and Treasurer.

Rob Grey
Secretary



Up a Hazy River

May 20th to 22nd

The May cruise took members and their boats up the river for a change. Friday saw a number of members, crew and guests meet for dinner at the Motor Yacht Club of Tasmania in Lindisfarne. Your correspondent, who was unable to be there, is advised that a good time was had by all, that everybody behaved and that the food was exemplary.

The next morning four boats – *Latura*, *Bahloo*, *Neptune* and *Indian Summer* set out from Lindisfarne in the general direction of Claremont. Without Keith Wells to guide them, skippers had to rely on their own chocolate sensing olfactory equipment (or charts) to get them to their destination.

Yours truly and his partner had been invited to make the trip on Lew and Liz Garnham's beautiful *Latura*, their 'other' boat. Built originally in 1924, Lew has done an absolutely astonishing restoration job on this lovely craft. She may



be only 24' loa, but not a square inch of space is wasted, with all manner of cunning little spots for everything you could need for a cruise.

On arrival at our lunch spot we rafted up to *Neptune* and saw that boat's skipper, Chris Creese, disappear below and emerge with black hands, an oil pipe with a

large hole in it and a puzzled look. His crew, who we won't identify on account of his status as Immediate Past Commodore, hot-footed it on to *Latura* where he could supervise the repair work from a safe distance. Chris being Chris, the job was done in no time and with little drama, and he was able to join the group on *Latura* for an excellent lunch, oily hands notwithstanding.

Alas, at this time of year, post-luncheon discussions on the nature of things in general are curtailed with the early setting of the sun and the accompanying drop in temperature.

Some, including *Latura*, headed back to the MYCT, others anchored at Shag Bay (Cormorant Cove for the sensitive) for the night, where we are informed that the consumption of a certain amount of spiritous liquor was necessary to ward off Jack Frost's icy fingers.



Neptune provided further entertainment on the final leg back to town by testing whether or not her mast would fit under the navigation span of the Bowen Bridge. It did. But not by much.

Chris Palmer

Cruise of the Year Award and Cruising Plaques

Call for nominations

This is the time of year when your Committee looks forward to receiving nominations for the 'Cruise of the Year Award or for Cruising Plaques. The guidelines for both are shown below. Anyone wishing to nominate themselves or others for the Cruise of the Year Award should make contact with the Secretary by 4th August 2010.

Cruise of the Year Award

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

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

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed unseamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seamanlike manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat

- in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
 8. A portion of the cruise should have been taken during the current Club year;
 9. The crew should (preferably) have lived on board for the period of the cruise;
 10. An article for the Albatross should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
 11. Nominations should be sent to the Secretary.

Cruising Plaques

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

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note: This does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.



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2010 Annual General Meeting – Agenda

The 2010 Cruising Yacht Club of Tasmania Annual General Meeting will be held at 8:00pm on Tuesday 7th September at the Derwent Sailing Squadron.

The following is the agenda.

CRUISING YACHT CLUB OF TASMANIA INC 34th ANNUAL GENERAL MEETING

AGENDA

Opening and welcome

Apologies

Minutes of the 34th CYCT Annual Meeting held on 1st September 2009 to be read and confirmed.

Announcement Cruise of the Year and Cruising Plaque awards

Treasurer's Report

Commodore's report

Resolution to amend the Constitution as notified on page 24 of the July edition of 'Albatross'.

Election of Office Bearers for 2010– 2011

Election of Honorary Auditor

General Business

Close

**The Cruising Yacht Club of Tasmania Inc.
Nominations for Office Bearers 2010 – 2011**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8 p.m. on Tuesday 7th September, 2010. At that time all positions for the Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator) (signature)

and (seconder) (signature)

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

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

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Minutes of the June General Meeting of the Cruising Yacht Club of Tasmania 8.00pm 1st June 2010 - Derwent Sailing Squadron.

Opening

Commodore Peter Makepeace opened the meeting at 8:05pm and welcomed those attending.

Present

22 members registered their attendance – see attached.

Visitors

Greg and Christine Brooks were welcomed as visitors.

New Members

Commodore Peter Makepeace welcomed Chris and Sally Calvert (*Halcyon*) as members by presenting them with the Club's burgee.

Minutes of the Previous General Meeting

The minutes of the previous general meeting held on 4 May 2010 were published in 'Albatross'. Erica Creese moved that the minutes were a true record. The motion was seconded by Andrew Boon and carried.

Cruise Coordinator's Report

The next cruise will be to Adventure Bay 12-14 June 2010 as has been outlined in 'Albatross'.

Treasurer's Report

Secretary Robert Grey read the Treasurer's Report for April-May due the Treasurer's absence. He then moved that the report be accepted. The motion was seconded by John Skromanis and carried.

Correspondence

The secretary read out the correspondence since the last meeting which consisted of letters of thanks sent to those who had supported the Donald Sutherland Navigation Cruise with prizes and to former member Sheila Linds for sending a box of books to the Club's library.

Other Business

Commodore Peter Makepeace thanked the members who had responded to the Committee's request for proposals that might be supported financially by the Club. He asked Secretary Robert Grey to read the Committee's decisions.

The Secretary reported that the Committee had begun by reviewing the relevant parts of the Club's Constitution and advice from Treasurer Caroline Dutton. She advised that in broad terms expenditure was matching income. (Holding the annual membership fee at \$60 for 2011 had been agreed at a previous meeting).

In its deliberations, the Committee took into consideration that many Club members had expressed the opinion that the present financial status of the Club should be preserved. The Committee decided to observe the requirements of the Constitution and be cognisant of the benefits of the present financial health of the Club and the difficulty large expenditure would present in recovering to the present financial status of the Club.

There was a general concern to retain sufficient money invested to support paying for a venue to hold Club meetings and functions should that become necessary.

With these things in mind, the Committee had agreed in principle to pursue the following proposals.

- Support our host club, the Derwent Sailing Squadron, with a donation of up to \$500 per annum towards that Club's Dinghy Group which undertakes to train young sailors. (Peter Makepeace undertook to discuss this with DSS officials).
- Purchase a filing cabinet for storing Club records. (Secretary to action).
- Purchase two trestle tables for Mariners Cottage
- Partially subsidise approved training courses for members.
- Continue the partial subsidisation of selected Club functions.
- Investigate production of a Club brochure, the cost of production to be subsidised up to \$10 per member.

There were several questions from members concerning the money proposed to support the Derwent Sailing Squadron (DSS) both as to the amount and the use to which it would be put. Commodore Peter Makepeace responded that the Club presently was given free access to the DSS facilities and free tea and coffee with no requirement to clean up afterwards. He had discussed the proposal to make an annual donation to the DSS with the Commodore of the DSS who had accepted the Committee's proposal that any donation would be put towards the new dinghy sailing training program. Peter's explanations seemed to satisfy those who had asked questions.

Commodore's Report

Peter Makepeace advised that the Anniversary Dinner had been booked at the Convention Centre on Elizabeth Street Pier for 14th August at 7:00pm. The Committee has agreed to subsidise meal costs so that the cost per meal will be \$40. TasPorts is yet to advise on access to Constitution Dock.

Guest Speaker at the Club's next meeting will be Erica Creese (Shankley) who will give a presentation on Tasman Island.

Peter called for nominations for the Committee positions which fall vacant at the next AGM as follows: Commodore, Vice-Commodore, Rear Commodore, Treasurer, 'Albatross' Editor, Membership Officer and one Committee position. He also added that a new position was available for an assistant to the Webmaster.

Peter next presented Chris Palmer with the Donald Sutherland Navigation Trophy and congratulated him on winning the navigation trial.

Next Meeting

The next meeting will be on 6 July 2010.

Closure

There being no other business, the Commodore closed the meeting at 8:20pm.

After the meeting, the Commodore introduced guest speaker Greg Brooks who spoke about the activities of 'SailTrain'.

Robert Grey
Secretary



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