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Albatross



Shag flying over the Derwent

Dave Davey

Newsletter of the Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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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

October - Sat 2nd**Opening Day Sail Past**

Kangaroo Bay. See the Vice Commodore's report

October - Tue 5th**General Meeting - D S S - 8.00pm**

Guest Speaker - Tas Ports. A meal will be available before the meeting. Bookings required to the Rear Commodore by Sun. October 3rd

October - Wed 13th

Committee meeting at Mariners Cottage - 7.30pm

October - Tues 19th**Safety Forum at Mariner's Cottage 7pm**

Covering radios, engines, rules of the road and safety equipment.

October - 21st - 24th October

Show Day weekend. Cruise to Norfolk Bay, aiming for Taranna Saturday night

November - 2nd**General Meeting at DSS 8.00pm**

Guest speaker: Andrew Boon "Rock Charting Port Davey".

November - Wed 10th

Committee meeting at Mariners Cottage - 7.30pm

December - Tues 7th

Visit to the Maritime Museum 7pm - 8.30pm
followed by drinks and nibbles in the foyer

December - 11th**CHRISTMAS PARTY** Austins Ferry Yacht Club

Following attendance at the opening of the Bridgewater Bridge.
Details in November Albatross

**EDITORIAL**

As a member of CYCT for barely a year, I feel some trepidation stepping into Chris Palmer's seaboots. Preparation for the job entailed delving deep into the archives, dating back to 1975 and I've become aware of the history of the Cruising Yacht Club and the stories of some of its longest-serving members. Alongside these dedicated members, the Albatross has obviously played a central role in ensuring the continuing identity of the Club. It's a challenge, but I'm looking forward to making sure the Albatross continues to be something to look forward to each month.

Just under 18 months ago we two Kiwis left Eden for Tasmania. The Wooden Boat Festival offered an excuse for a short visit to Tassie before turning back north to the Pacific when winter threatened. Even as experienced sailors with many oceans crossings under the keel, it was nerve-wracking to be sailing this notorious stretch of water and although the passage was a peaceful one, we were vigilant, keeping very close tabs on weather forecasts. Maybe it was the relief at getting that passage behind us, but we were hooked from the first anchorage at Bryan's Anchorage and the Pacific is still waiting. So much for trying to plan lives!

We did manage a trip to Port Davy and a little Channel cruising before getting immersed in a job, but to our shame we have yet to explore much further than Barnes Bay and Hobart and I have to keep my copy of "Cruising Southern Tasmania" close as I read each issue of Albatross. Along with other new, or less experienced members, I look forward to improving my geographical knowledge of Tasmanian waters, not only by getting out on the water and by talking to members but also through articles from you. Share your knowledge and experience of an anchorage or a site of interest ashore. We are all curious about other people's boats, so how about writing a few paragraphs on the love of your life – or the curse, as she may be. And then there are those unforgettable moments afloat that are part of life's rich tapestry – or so we remind ourselves after the event. You'll read about one of ours in the story of a jinxed passage to Fiji. Let others learn valuable lessons from your mistakes. Or just have a laugh with you after it's all over.

Fair Winds

Kim Brewer editor@cyct.org.au



COMMODORE'S COMMENTS



It is an honour to be appointed Commodore of the CYCT. The Club has a thirty-six year history of supporting cruising in Tasmania, but there is every reason to think that its best years could be ahead of it. I look forward to playing a part in making this so.

Thanks

I would like to thank Immediate Past Commodore Peter Makepeace and outgoing Committee members for the work they did over the last year. Like any club, the CYCT would not prosper to the degree it has without the dedication of those who put their hands up to take on various roles each year.

Direction

Our first Committee meeting for the new Club year was a very lively affair with ideas flowing thick and fast. We agreed that there were three main things we needed to do as a Committee to maintain the spirit of the objectives set out in the Constitution. They are:

- Continue to provide a full program of cruises and General Meeting activities
- Provide an environment in which less experienced sailors can increase their skills and confidence – something that should have the beneficial side effect of attracting new members
- Make sure we are seen as a welcoming Club by new members and guests

As far as cruises are concerned, Vice Commodore Lew Garnham has drawn up a calendar for the next twelve months that includes a range of cruises, long and short. See his report on the following pages for details.

As a Committee, we have decided to put a slightly different emphasis on the General Meetings. We think they should be primarily a social occasion (a thought echoed by a number of members in conversations I have had over the

last few weeks) so speakers and subjects will be chosen to appeal to as many people as possible – not least members’ partners. We hope that by doing this we will get greater numbers to our monthly get-togethers and that this will encourage members to invite guests to these events. Rear Commodore Margaret Jones has already had her very fertile mind in overdrive and come up with a list of subjects and speakers that she is turning into a firm program. See her report for more details.

If the General Meetings are going to be more ‘general’, what about those subjects specifically to do with sailing? Does this mean they will be ignored? Fair question – and the answer is no. To supplement the General Meetings we are planning to hold regular ‘tutorial’ sessions at Mariners Cottage that will address a whole range of boating issues using a combination of Club members and others to lead discussions or make presentations aimed at increasing our collective seafaring knowledge. In this way we achieve a few things:

- Opportunities for less experienced members to gain more knowledge
- We tap into the huge wealth of knowledge that exists in our membership
- Mariners Cottage gets more use.

New Committee Member Alan Gifford has agreed to coordinate this aspect of our activity program and details will be forthcoming in the ‘Albatross’ and via email.

Well, I did say that the ideas flowed thick and fast. Now you can see what I meant. We are going to be a busy little group over the coming months. However, without general support our best laid plans will not amount to much. The Committee would greatly value any ideas, comments, criticisms or offers of help you can make. Email committee@cyct.org.au to reach all of us.

Safety

The recent tragedy of the loss of a crewman during the Pipe Opener race is a stark reminder that there are inherent risks associated with sailing. Knowledge and experience coupled with good equipment goes a long way to minimising these, and all Club members are urged to ensure that their boat, its gear and their skills are appropriate to any planned cruise. Complacency and sailing are not a good mix. We hope to have a ‘pre-season checklist’ as our first ‘tutorial’ session – details at the next General Meeting and via email.

Apologies

A couple. First, for taking up so much space with this report. Future reports will be shorter. Promise.

Second – I will not be at the October GM due to a prior commitment that involves a 65' luxury fast motor cruiser and a passage from N Queensland to Port Stephens. Committed as I am to the CYCT, everyone has their price. At least mine was fairly high.

Chris Palmer
Commodore@cyct.org.au

Vice Commodores Report

I guess you are wondering what I will write on my first report; well that is exactly what I am doing too! I have read the duty list, however facilitation is not there. Your wishes and ideas and active input are needed especially before and during any event so we can **do** the 'should have done's'. There will always be some compromise relating to time, destination, experience and weather. Individual responsibility for safety and enjoyment is paramount.



Responsibility

Please be aware of the disclaimer printed in each edition of 'Albatross' regarding the Club's role in proposing cruises and your responsibility as skipper. Adequate preparation of equipment and knowledge (inc. charts, tides weather and risks) is important. On the voyage **use** your safety gear, especially at night. That little 'twinkle' could be a deadly splash!

Cruise Program

Although written, changes can still be made. Schouten /Maria Island area to Recherche Bay in the south with a lot in between will be the local playground. Enough can happen here!

Highlights for the year include:

- **Combined Open Day –2 October** This will be held in Kangaroo Bay as it is also a Clarence Council Anniversary. FLY THE ALBATROSS! More details emailed later. Afterwards we intend to group/raft up and 'be friendly'! On Sunday, possibly sail together for a picnic in the South Arm /Dru Point area.
- **Show Day weekend – 21-24 October.** Cruise to Norfolk Bay, aiming for Taranna Saturday night.
- **Bridgewater Bridge and Christmas Barbeque** It was exciting to discover that the Bridge should be open on December 11th. Our Rear Commodore, Margaret Jones, has arranged for our Christmas celebration to be at the Austin's Ferry Yacht Club on that date on return from us attending the bridge opening. The Bowen Bridge clearances are being sourced. Those that cannot 'get under the bar' are encouraged to join other participating boats. Alternatively, you may prefer to go direct to Austins Ferry by car.
- **New Year's Eve** will be held at Quarantine Bay jetty area with warmth of the fire and BBQ etc. Please make it happen. Next day we will start to go south to Mickey's
- **Easter at Schouten Passage/Maria Island area.** This was going to be a Port Arthur trip but as Easter will probably be extended by a day in line with the mainland, too much time to be locked up there! There are many options open to us, including Fortescue Bay and Port Arthur on the way home. All will depend on the weather, of course.

We plan to schedule an alternative cruise in the Channel for those whose time is limited or who do not feel inclined to travel so far.

- **New Norfolk cruise/Adventure Bay W/E April 2-3.** With 'The Bridge' open it would be a shame not to enjoy this wonderful river waterway with all the autumn colors. For those who cannot fit under the Bowen Bridge, either share a boat or sail to Adventure Bay.
- **Day cruises.** More will be arranged, but they can also fit into longer trip destinations, especially departing or return legs. Location of the 'travellers' could be through CRH *Your Cruise Link*, (see next item) is being designed with this in mind to help you coordinate when you want to go
- **Extended Cruises.** These privately arranged voyages could include Port Davey or the Furneaux Group. Experience, good planning and adequate time are needed for safety

Your Cruise Link

Sailing in company usually adds fun. With Dave Davey's help I am trying to have a page set up on our website where your spontaneous cruise can be linked with others by securely displaying your cruise details. They can then add theirs with communication arrangements to link up!

Communication

This is essential in the planning and implementation of the cruises. We need to know who is going, when, where and how.

We are working on tightening up our communication procedures for cruises to ensure we get maximum benefit and time as a group, without the whole thing becoming too onerous. Details to follow.

Socialization

This is another communication challenge - to stop people sitting on their boats wishing somebody would visit or that they could visit others. Please, knock on a hull, call out or go and invite for a chat/whine/wine/ tea /coffee/ beer/ love to see your boat/or 'whatever'. New members are often shy and unsure and must be especially included.

Fly the Albatross everywhere you are, proudly, so we know where you are. We are a great club because of the most important asset,...'The Members'!

Fair winds and safe happy sailing

Lew Garnham



SEEN IN QUEENSLAND. JUST GOES TO SHOW - DON'T LET AGE (OR LACK OF A 4WD) KEEP YOU OFF THE WATER!

Proposed CYCT Cruising Program 2010 – 2011**Note – some day cruises and mid-week cruises to be added**

Sat 2 Oct 2010	Combined Clubs Opening Day at Kangaroo Bay
Sun 3 Oct 2010	Picnic cruise - Opossum Bay / Richardson's Beach area
Thu 21 – Sun 24 Oct 2010	Norfolk Bay cruise
Sat 6 – Sun 7 Nov 2010	Killora / Apollo Bay
Sat 20 – Sun 21 Nov 2010	Southport cruise and walks
Sat 11 Dec 2010	Bridgewater Bridge opening followed by Christmas barbecue at Austin's Ferry Yacht Club
Sun 12 Dec 2010	South Arm area picnic
Fri 31 Dec 2010	New Years Eve cruise to Barnes Bay area
Sat 1 – Mon 3 Jan 2011	Mickey's Bay and Sandrock Bay
Sat 22 – Weds 26 Jan 2011	Dover-Recherche Bay - Barnes Bay
Sat 5 – Sun 6 Feb 2011	Snake Island cruise and 'Clean Up'
Fri 25 – Sun 27 Feb 2011	Port Esperance - with optional overnight passage
Sat 12 Mar 2011	Cygnet Regatta and BBQ at PCYC
Sun 13 – Mon 14 Mar 2011	Cygnet - Quarries – Apollo Bay
Sat 2 – Sun 3 Apr 2011	New Norfolk cruise
Fri 22 – Tue 26 Apr 2011	Maria Island - Schouten Passage – Port Arthur Easter cruise. Alternative Channel cruise to be

	scheduled
Sat 14th May 2011	Navigation Cruise and Mermaid Café Dinner
Sun 15 May 2011	Picnic cruise - Barnes Bay area
Fri 27 – Mon 30 May 2011	Huon River cruise
Sat 11 – Mon 13 Jun 2011	Missionary Bay – North Channel cruise

Safety Forum – Tuesday 19th October

The new sailing season is about to begin. Are you and your boat ready for it?

Join us at Mariners Cottage for a session aimed at ensuring that your cruising this summer will be enjoyable and trouble free. In the space of two hours between 7.00pm and 9.00pm we will cover:

- Using your VHF radio effectively in Southern Tasmania (Andrew Boon – Coast Radio Hobart)
- Essential engine checks (Ian Hughes – Hughes Marine)
- 'Rules of the road' – a refresher (Alan Gifford)
- Safety equipment- what you should have, and how you can check that it will work (Luke Taylor – MAST)

Each speaker is an expert in their field and there will be opportunity for questions.

Space at Mariners Cottage is limited, so if you would like to attend, please advise Alan Gifford at safety@cyct.org.au or 0447 250 945.

FROM THE REAR COMMODORE
COMING EVENTS

October 5th 2010

Meal at the Derwent Sailing Squadron.

Order before 6.30pm from the "MOORINGS" Menu (see below) and / or their special's board. Please confirm with Margaret Jones by Sun 3 Oct.

General Meeting **Guest Speaker - Tas Ports**



November 2nd 2010 General Meeting

Guest Speaker - **Andrew Boon "Rock Charting Port Davey"**

December 7th 2010 Visit to the Maritime Museum 7 pm - 8.30pm followed by drinks & nibbles in the foyer.

December 11th 2010 Christmas Party

AUSTINS FERRY YACHT CLUB. Details in the November Albatross. This will be following the reopening of the Bridgewater Bridge.

February 1st 2011

BBQ MARINER'S COTTAGE, BATTERY POINT

If you want to immerse yourself in the cruising scene, read informative technical articles and get a new slant on State and Federal bureaucratic madness on the water, have a look at

www.thecoastalpassage.com

An online and printed magazine based in Queensland and edited by a yachtie with no fear of controversy, it has articles relating to every aspect of the cruising life. Read every issue online or pick up a copy at Oyster Cove Chandlery. You'll be hooked.

Moorings@DSS

Menu

	Garlic Bread	3.00	Cob Loaf		4.00
<u>Soup:</u>	Soup of the Day				8.00
<u>Mains:</u>	Porterhouse Steak – Small				22.00
	New York				27.00
	Scotch Fillet Steak – Small				25.00
	New York				30.00
	Chicken Schnitzel				17.00
	Chicken Schnitzel Parmagiana				19.00
	Fish of the Day				22.00
	(Crumbed, or Grilled)				
	Crumbed Calamari Rings - Main				22.00
	Entree				15.00
	Seafood Basket				28.00

**All meals served with chips and salad, or potatoes
and vegetables**

**How about meeting other members over a meal at
DSS before the general meeting?**

Bookings essential.

Contact Margaret Jones 62725660 before Oct. 3rd

INTRODUCING YOUR NEW COMMITTEE:



COMMODORE Chris Palmer

With previous sailing experience limited to weekend pottering on Sydney Harbour, brief ownership of an H28 in Hobart in a previous life and a Whitsunday charter holiday, I felt that I needed some sailing support and ‘boat mentoring’ when I settled in Tasmania for the second time some five years ago. So I turned to the CYCT. Directly, through Club cruises and meetings, and indirectly through friendships made with Club members, my sailing experience has increased along with my confidence and, I hope, my skills.

Since moving here, and for reasons that seemed to make sense each time, I have owned three boats – a 33’ Brolga (*Poitrel II*), a 38’ Tasmanian motor sailer (*Margaret Ellen*) and now a Salar 40 (*Wayfarer II*). I don’t expect to be changing boats again any time soon. Wouldn’t dare raise the subject, actually. At some stage in the not too distant future I hope we might take *Wayfarer* up the East Coast of Australia, taking a lot more time doing so than was the case two years ago on *Alamak*.

In the meantime I am looking forward clocking up many more miles on the water this year with the Club and doing what I can to ensure that the CYCT is seen as the club to join if you want to go cruising.

VICE COMMODORE Lew Garnham

Having a ‘*Nauticat*’ must bear on my position as ‘vice’ commodore, but really it is for advise (*add vice?*) innovation and facilitation of our boating fun! Dad is a ‘true Cape Horner’ and ex lighthouse keeper and, with a sea side childhood, Sabots, to crewing in two Sydney Hobart races, the sea is in my blood. A sea career was changed to medicine, but now I’ve retired, ‘The Boat’ is the costly full time patient!



Tassie boating started with scuba diving, runabouts and then the restoration of the 1924 vintage *Latura* at home (re- launched 2003). Great adventures from Recherche Bay, Tasman Isle and both sides of Bruny; always weather watching! In 2008, the big 'Sea Change' with motor-sailing *Minerva* from Qld. to Hobart.

My wife's four girls have flown the coop and two of the other three at home are 'busy!' 'Steady Eddie' and Dad (94) often come away with us. Fortunately Lizzie loves boating/fishing esp. Chinaman's, Schouten Passage and even Port Davey (once you get there!). The sharing, laughs and social support, especially in a safe anchorage, is hard to beat!



REAR COMMODORE Margaret Jones

I'm a retired teacher occasionally doing a day's relief. One memorable childhood event was fishing off Bellerive Beach in a wooden dinghy when a strong sea breeze struck. From then on there were to be no more sea experiences!!

However after a seven week trip from London to Sydney with no ill effects I gained some "sea" confidence.

The next experience was meeting Barry and sailing in NS14s for some years at Austins Ferry and other areas. We even competed in Nationals at Gosford. When our first child was due I was hauled up to the starting-box at the Ferry to learn from father-in-law. Later I was OOD – on one occasion the sailing protest committee was light on, I warned the visiting sailors that there would be no protests under any circumstances – all happily complied.

We joined CYCT in 1998 and have enjoyed the fellowship of many members on a variety of activities and cruises. Together we have cruised in the Greek Islands and spent time on the English canals.

SECRETARY Robert Grey

My earliest memories are of an 18 foot, broad but shallow clinker built dingy which my Grandfather kept at the 'shack' at Port Sorell. I remember that it always required pumping out and the motor always attracted much attention from my uncles. That was in the days when the uniform of the older fishermen at Port Sorell was leather boots, hats, suits with braces and waist-



coats and shirts without collars.

At about 14 I graduated to forward hand in Tamar dinghies at the Austin's Ferry Yacht Club. I have many fond memories of swimming around that part of the Derwent. I also sailed at the DSS with some rather beery crews on larger boats but that too was fun.

I have built two boats, the first was a canvas kayak when I was 14, which turned out to be too heavy. With much kind advice from Barry Jones' father, I built a Gwen 12 dingy when I was 16.

After a career flying aeroplanes, a lot of it over the sea, I returned to Tasmania and purchased my present boat. 'Patience' is an 11-metre Swarbrick which I converted from a 10-man operation to a 1½ person cruiser. She was built in 1983 in WA and has for the last 10 years provided us with much enjoyment.

Margaret and I have been with the Club for several years now. We do enjoy the fellowship that the Club offers, meeting interesting, like-minded people and participating when and where we can.



TREASURER Paul Dutton

I was born in London and moved to Tasmania in 1975 aged 10. I live in Sandy Bay with Caroline and two kids Thomas (14) and Sarah (12) and dog Molly.

My first boat was a Flamingo 26 purchased in my early twenties, this was followed by a succession of runabouts until Sagres a Jeanneau Sun Odyssey 40 was purchased five years ago. Caroline suggests it was "a forty footer for my fortieth". Sagres is on the marina at the RYCT and often participates in harbor racing and regattas. I have completed a Melbourne to Hobart.

A second boat a Twinfisher 4.3 runabout has been used for inland cruising including the Gordon River and the Pieman River. The catamaran hull and full covers make it useful as a floating caravan.

I am a tourism developer and operator with various interests in Tasmania and Queensland including hotels, caravan parks and backpackers.

We see the Cruising Yacht Club as a fun community of energetic people where knowledge and experiences can be shared. It is nice when anchoring after a day on the water and finding a familiar boat anchored nearby.



EDITOR Kim Brewer

As a teenager moving from a sheep farm to an island off the NZ coast, I dipped my toes in saltwater in a Heron dinghy and all was lost. An apprenticeship in dive boats, work boats, ferries, square-riggers and superyachts followed and best of all, five years skippering Navy sail training yachts. Five years of making people cold, wet and seasick and earning an impressive four-letter vocabulary. For my sanity, I married the boss, we bought a Pacific 38 and went cruising for the next 14 years.

We only came to Tasmania for the Wooden Boat Festival and a summer cruise. Surprisingly we're still here 18 months later and have somehow accumulated a job, two cars and a street address. We joined CYCT to meet fellow sailors, learn from other members and to cruise local waters in company and our resolve this summer is to actually prise the boat off the berth and meet more of you on the water.



MEMBERSHIP SECRETARY Margie Benjamin

My sailing experience has all taken place since moving to Tasmania five years ago. We now have what I hope will be our 'final' boat (changing boats every couple of years is a bit hard on the budget) and I am looking forward to spending more time on cruises around the Channel and maybe further afield. A trip to St Helens on *Wayfarer* earlier this year has shown me that we now have a boat that will allow us to broaden our cruising horizons.

I know that my reticence regarding some aspects of cruising is shared by a number of partners in the Club and I want to make sure that these concerns

taken into account by the Committee when plans are made for the coming year by including activities that will appeal to wide range of skills and experience.

WARDEN/QUARTERMASTER Chris Creese

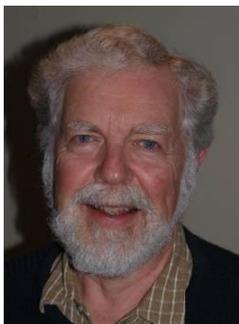
I am a 4th generation Tasmanian and come from a family with a history of seafaring and a love of all things to do with the sea. My first involvement with boats was on my parent's runabout and their friend's boats, then in Neptune, the 34' boat my parents bought in 1970 and that I now own.

I first became involved with the CYCT as a 10 year old, when in 1975; my parents along with a number of other people became foundation members of the CYCT.

For 21 years I served in the unofficial capacity of barman at CYCT meetings and functions. I have held several positions on committee. I am currently serving in the dual rolls of Warden and Quartermaster and also address and post your Albatross every month. Last year I was honoured to be elected a life member of the CYCT.



Apart from the CYCT I have spent a number of years crewing on the Derwent Sailing Squadrons patrol boat during race days and also spend about 30 days a year on Tasman Island maintaining the historic light station as a member of the volunteer group Friends of Tasman Island.



WEBMASTER Dave Davey

I wrote about my sailing background in the October 2009 Albatross, so thought I would describe my web background. I did my first programming in 1965 using a multi-user IBM mainframe. I first started using email in 1979 before many people knew about it, using multi-user Unix systems, on which I did considerable operating system development. I was involved in development of the Australian inter-university network known as "ACSnet" in the 80s before the concept of the world wide web originated.

Contributed to browser software in the late 80s and 90s that eventually led to the open-source browsers supported by the Mozilla Foundation. Ran one of the first web sites at the University of Sydney, from the bottom up, not using a web host service, and now am responsible for about ten sites, including the CYCT's. Generally I prefer the "lean and fast" philosophy underlying Unix and

Unix-like operating systems, so am happy to work with raw HTML, XHTML and PHP rather than content-management systems that tend to have explicit expectations of wide-band networks, not mobile phone links to shore networks.



COMMITTEE MEMBER Erika Shankley

My return to the CYCT committee will be a taste of the past combined with the spice of the future. I am a founder member of the Club and during those early years my name appeared regularly on the list of committee members. I was elected to Life Membership in 1993.

My first cruising yacht, *Neptune*, is still on the Club register, owned by my son Chris Creese. In her the family made the first of many cruises to Tasmania's remote south west in 1974, forging a strong link with Port Davey. In *Camira of Hobart*, I cruised further afield. On one memorable cruise, *Camira* was hove-to for four days in the Coral Sea, en route to the Louisiade Archipelago.

A yen for the more remote places still beckoned after *Camira* was sold in 1999. Working as a voluntary caretaker and weather observer on Maatsuyker Island led to two years on Swan Island, managing the island for the private owners. Then it was off to Three Hummock Island in the northwest and later, a stint at Fraser Island's Sandy Cape Light station in Queensland.

Now living in suburbia, I satisfy my craving for the wild places with visits to Tasman Island, volunteering as a member of the Friends of Tasman Island.



COMMITTEE MEMBER Alan Gifford

I've had a life-long fascination with boating. As a boy I made roofing-iron canoes made water-tight with the help of soft bitumen scraped from hot Dubbo roads. In my late teens I took up still water rowing on the Brisbane River and stroked a college eight to some success over a two year period. After a move to Hobart I developed a love for sailing in International Cadets and Rainbows. In 1961 I crewed on a small yacht *Laelanie* on an overnighter to Garden Island, my first keelboat passage. As a resident of Deviot in the 70's my wife and

I bought a Van de Stadt Primaat *Lara* and enjoyed cruising and racing on the

Tamar with PDYC. Two years later we had a Peter Cole 34 footer *Virago* built at Blackwall. I completed several navigation courses at the Launceston Tech and was later asked to teach, over a twelve year period, including a course in celestial navigation. In the mid 70's I began intensive ocean and club yacht racing which included four Sydney Hobarts (my second on *Mulberry*, now a Club boat), three Westcoasters, two Rudder Cups, two Southern Cross Cups, three Melbourne to Devonports, one Launceston to Hobart and countless club races. During the late 90's Susan and I ran a cruise business on the Gold Coast before returning to Tassie where I managed Gordon River Cruises for four years. Cruising and passage-making has always been a great love and in 1996 with a yachtie mate I spent a year cruising to Cairns and back. Now retired, I thoroughly enjoy The Channel aboard our 43' motor cruiser *Eight Bells*. But my love of sailing continues with the occasional delivery and races with friends.



APPLICATION FOR MEMBERSHIP

Craig and Tracey, James, Isabelle and Morgan
Salmon
CALYPSO

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



Welcome – New Members

Wayne McNiece

Riverdance

Mike Boyden

Serida

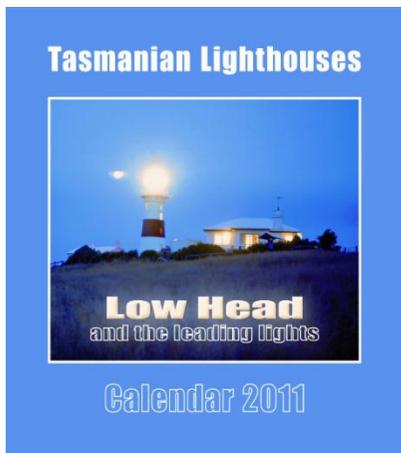
On behalf of all the members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

New Member Mike Boyden writes:

My grandfather taught me to sail a model boat when I was 5 years old and I don't think I ever stopped (that was 62 years ago). In my younger days I raced Lasers, 14ft catamarans, 16ft cats, my most recent being a carbon-fibre A-class Cat. If the wind is really blowing I sail my waveboard anywhere I can.

My longest cruise was from Hobart on a Schioning catamaran across to NZ, up the East Coast to Tonga, across to Fiji, across to Vanuatu, New Caledonia and home. That trip took some seven months and was my longest aboard one boat. I have been engaged in countless yacht deliveries from as far away as Noumea but mostly across Bass Strait.

While the family was young I owned a 25ft Top Hat, which we sailed just around Tassie. Now I own Serida, which is a 41ft Van de Stadt and have done an official circumnavigation back in 2005 with you guys and many other enjoyable trips. Deal Island is a favourite spot of mine. Maybe we could organise a cruise there next year.



2011 Tasmanian Lighthouses
Calendar

LOW HEAD & THE LEADING
LIGHTS

Now on sale!

This striking calendar is the latest in the series *Tasmanian Lighthouses*, produced by the Friends of Tasman Island and the Friends of Deal Island and published by Tasmania 40 Degrees South.

Showcasing a remarkable series of images sourced from leading professional photographers and artists, the calendar also features photographs from the collections of the Low Head Pilot Station Museum, State Library of Tasmania and private collections. Together with photographs donated by volunteers and caretakers this year's calendar captures the essence of one of Tasmania's oldest lightstations.

Low Head Lighthouse stands as a prominent landmark at the north-eastern entrance to the Tamar River. Matthew Flinders noted in 1798 that *'the entrance is certainly a dangerous one'* and a signal station was set up in 1805 at the nearby pilot station. Originally known as Georgetown Station, Colonial Architect, John Lee Archer designed the lighthouse which was first lit in 1833.

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

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

The calendar is available in bookshops round the state, or email friendsoftasmanisland@gmail.com to place your order! \$19.95

Recent whale sightings in the Derwent have been a reminder of the magic of meeting these breathtaking creatures on the water. Dave Davey writes of an experience off the NSW coast.



Encounters with Whales

September 1990

After being holed up in Balina for a week waiting for southerly gales to subside, the conditions for sailing down the NSW coast were perfect. Having been battered for a week, the east coast current seemed to making up for lost time, and was carrying us south in flat seas. A moderate westerly made for comfortable but good progress. Five knots through the water but about ten over the bottom.

Passing the Solitary Islands late afternoon, I was on watch while Annick was below. Mostly just sea birds, except for that odd wave to seaward that appeared from time to time. Out with the binoculars and some careful observation led to the realisation that there were two whales - one large, one small, matching our speed and course exactly maybe 50 metres off.

Now we had seen a few whales breaching in Queensland, but all at a distance. This time we seemed to have a pair providing an escort. At first a bit eerie, but as it became clear over a period of hours that they really were swimming with us, a feeling of some sort of connection with these powerful creatures developed. At the last light we could still see them. How long they stayed in formation we will never know. When we rounded Seal Rocks the sea conditions deteriorated markedly and in the sloppy seas and with plenty of cargo shipping on a reciprocal course, we would not have seen them if they were still there.

But the memory of "our whales" lives on.

Dave Davey
Windclimber



KID'S!



WE WANT TO HEAR FROM YOU.
TELL US A STORY ABOUT YOUR BOAT, AN EXPERIENCE ON THE
WATER OR YOUR FAVORITE BOATING DESTINATION AND YOU
COULD WIN A BOOK VOUCHER FOR CHRISTMAS.!

We want to know about the fun you have on your boat. Maybe you remember something funny that happened.....or perhaps you have a pet that loves to come boating with you.

Open to kids to age 12 and from 12-15 years with a \$20 book voucher prize for each group.

Send your entry to editor@cyct.org.au or post to
Kim Brewer
51 Ferry Rd.
Kettering 7155
Before December 6th.



Prizes to be presented at the Christmas Party on December 11th and we will publish your entry in the Albatross.

GOING ABOUT

A Miscellany of items from near and far that may be of interest to CYCT members

Kettering Jetty Closure

MAST advises that Kettering Jetty will be closed from 6 September to facilitate its demolition and the construction of a replacement jetty. The replacement jetty will be completed by late-December 2010.

Alternative jetties for loading and unloading are available at Woodbridge and the newly-completed northern section of the Margate Jetty. Those people wishing to use the Margate Jetty for offloading should contact Justin Foster at MAST on 0418 142 053 prior to berthing.



THE EDITOR CAN CONFIRM THAT DEMOLITION IS WELL UNDERWAY.

Notice to Mariners – Oyster Cove Marina is now on the map. Thanks to Andrew Boon for the following.

956* AUSTRALIA – TASMANIA – Little Oyster Cove – Infrastructure.
Former Notice 88(T)/2010 is cancelled
D Davey (AA491279, AA491280)

Aus173 [749/2010]
Insert continuous line, between 43° 07.550 S 147° 14.960 E

43° 07.550 S 147° 15.060 E

43° 07.640 S 147° 15.070 E

Delete continuous line, between 43° 07.500 S 147° 15.000 E

43° 07.600 S 147° 15.000 E

Aus173 (plan: Little Oyster Cove) [749/2010]
Insert accompanying block 43° 07.400 S 147° 15.100 E

You can access the accompanying block, plan or note by using the following link: http://www.hydro.gov.au/n2m/2010/blocks/aus173_956_2010.pdf

“Honey Bee” back in Oz

Chris and Peter emailed briefly of their arrival back in Australia.

“We are now in Sydney - cleared into Coffs Harbour late August after nearly 3 mths in New Cal. Thank you very much for the info on the candidates for the election - we voted at the Aust Consulate in Noumea. Andrew Wilkie is certainly having quite a profile on the political scene.

After Coffs, we spent time at Laurieton with Richard & Wendy from 'Charon'. Nice to have a reunion with yachties from Tas. Saw a movie there 'South Solitary'. Great movie about lighthouse on an island set in 1927.

We are flying back to Tas for 2 weeks next Monday Sept 20th”

FIJI OR BUST

In 2004 Kim and Tony Brewer had recently completed a circumnavigation but sailors have short memories and after 6 months ashore the call of the Tropics was irresistible, so they joined the fleet of cruisers leaving the autumn chill behind and headed north into the Pacific

Bumping into our friend Bryan in Mitre 10 was such a lucky break. Happily, none of us had a clue what was in store when he recruited himself for what was to prove an 'interesting' passage to Fiji. In fact, we were never to reach Fiji... but that's sailing for you.

Among the jobs on the long pre-departure list was a forestay replacement. On our well-travelled Pacific 38 (Compass 38, for you Aussies) we'd followed a schedule of "rolling refit"; doing part of the rig every year. Swageless terminals mean we've been able to do this ourselves all around the world. With a friend's help, Tony laid the headstay down on the marina finger, pulled off the furler and carefully slid the foil off. Donut-shaped spacers were then unscrewed from the wire and a new length cut. The whole shooting match went back together and was hauled back into place.



**NAVIRE WAITING FOR WEATHER AT
OPUA, BAY OF ISLANDS NZ**

Departure from New Zealand can be a slow business as lows march across the country. Bryan's arrival coincided with another grim forecast, so we hugged the coast north to Opuia for a cold week at anchor. Finally the weather looked acceptable, the duty-free arrived and we cleared Customs. On a fair breeze, with those waving palm trees almost visible over the horizon, we were off across the Bay of Islands, securing the anchor locker and setting the main. Then, barely two miles out, the genoa jammed. Psyched up for a passage and certain we had sorted every last detail, I was fuelled by adrenalin and furiously tore below to unearth the bosun's chair. At the masthead the problem was immediately obvious – the foil had dropped and was hitting a block on the mast. Permission was given to return to the Q-berth with two hours' grace to correct the fault before we'd have to check in with Customs again. Bryan later

commented how calmly we handled the situation. Fortunately he was on the foredeck admiring the scenery. Back in the cockpit the language was a bit rough.

Up in the chair again to that familiar masthead to drop the clevis pin and guide the foil down along Opua's generous Customs berth. Tony whipped the furler off and, with Bryan's help, slid the foil off the forestay, to find those spacers had

wormed down the wire, taking the foil with them. Who forgot the Loctite? With the government's clock ticking, we flew about the job and three hours later Navire was ready to depart New Zealand for a second time.



BRYAN OFF-WATCH, PLUGGED INTO THE WALKMAN AND HUMMING LOUDLY OFF-KEY.

Change of watch 48 hours later and Bryan stepped into a puddle of water in the heads. A trickle led to a pond, then a lake under the fwd berth and a mad, heart-pounding scramble to check skin fittings. All were closed, so now we had to eliminate a crack in the hull so a bucket brigade of three lowered water levels and the forward area was scoured by torchlight, squirming into the lurching, banging forepeak in search of water. A moist trickle caught the light, dribbling from ABOVE! That meant a deck leak and we all sighed in relief. Anything from there was manageable.

At dawn all became clear. The anchor locker lid was open, the huge locker was full to the brim and water was following the nav light wiring down into the forward section. Sadly all our extra-large fenders, veterans of dozens of foreign wharves, were now making their own merry way to Fiji but finding the source of the deluge was great news. It was another case of a tiny error causing trouble. Tony had not used enough silicon after rewiring the lights. I had been in the middle of our usual pre-passage routine of locking and sealing the locker when I'd gotten distracted by the jammed furler calamity.

We mopped out as much of the water as possible and ignored the horrible mess of 5-months' worth of toilet rolls and paperbacks, now completely sodden. We'd deal with all that in Noumea, which was now our destination. Fiji was well-upwind (all those hundreds of litres of water-ballast in the bow hadn't helped our pointing ability over the past 12 hours) while New Caledonia was eased sheets and we were all tired and a little shell-shocked. Three uneventful days to a free overnight berth in Port Moselle marina in downtown Noumea (why don't



THE AFTERMATHSODDEN SAILS AND PULPED TOILET PAPER.

made friends with everyone on the dock and got an excellent price on a one way return air ticket. Make a note, Captains: by producing an official letter from the Master of the Vessel saying that crewmember X is signing off and being repatriated to his home port, some airlines will give a discounted fare. After a week's well-deserved relaxation, cruising the south of the island, we loaded Bryan into a taxi for the flight home.

So the unexpected treat of exploring New Caledonia for 3 months began with photocopied charts from other cruisers and a new cruising guide purchased. To our great surprise Bryan emailed to volunteer his services for the return voyage and we couldn't wait to have him back aboard, lying in his bunk humming tunelessly to his Walkman, devouring every meal with enormous relish and bounding enthusiastically on deck for each watch. The passage south was a slow one in light airs with hours and hours of motoring. We passed within sight of Norfolk on silky-smooth seas and with plenty of diesel we weren't concerned to be covering the miles in comfort. Not everyone was so happy – we caught a mayday to Auckland Radio from a superyacht with a fire aboard.

more cities welcome cruisers like this?) and our feet barely touched French soil before we had the washing machines going non-stop and the rubbish bins full of soaked paper.

Throughout everything, Bryan was the perfect crew. Taking his cue from us (he said), he stayed calm and kept passing buckets. The change of destination didn't perturb him and once ashore he immediately



COOKS'S NIGHT OFF. READY FOR SOME FRENCH NIGHTLIFE ASHORE AFTER HOURS OF CLEANING UP.

Maybe that was in Tony's mind when he started sniffing the air and asking if we could smell something. Following the scent he ripped the covers off the batteries to reveal scorched timber and two 6V deep cycles glowing red - sooooo close to an explosion! Within an hour the battery system was rewired, things were back to normal and we were conducting the post mortem over a medicinal rum in the cockpit.

We have a four, 6V-battery setup, wired in series and parallel to give 12 volts. But when we first went cruising and were equipping the boat on a very meagre budget, we'd only had two batteries. Two more were added later and then the first two replaced later still. That meant we had two sets of different ages and although we knew it wasn't recommended, it hadn't caused a real problem – until now. Safe for the remainder of the trip, we immediately put four 6V DC batteries right at the top of the shopping list.

Bryan seemed to have enjoyed the trip despite all that we'd thrown at him and worked with huge enthusiasm on preparing his Cavalier 39 to repeat the exercise the following season. A night-watch chat with Tony about the importance of getting his PSA checked perhaps sent him to his GP and within months he got the news that he had prostate cancer with metastases in his bones. The following year we were together on a friend's Cav 39 in Tonga and before the next sailing season he was gone.

Lessons learnt from that trip are obvious. Maybe these incidents were foreseeable but they were also the result of several factors colliding and preparation made them manageable. Being very well-equipped with spares and equipment meant we were able to cope with each emergency. Experience meant we felt reasonably calm and able to think clearly. We had, as usual, waited for good weather and so were not additionally stressed by bad conditions. Because Bryan was flexible, there was no time constraint or need to push for a specific destination.

Looking back, I will never forget that “dry mouth” moment of utter dread and we certainly felt annoyed with ourselves that we hadn't done better. But we coped, the boat survived and we're thankful we had the chance to share the experience with such a resilient crew member. Running into Bryan in the hardware store that Saturday morning certainly did have unexpected consequences.



**35th Annual General Meeting of the Cruising Yacht Club of Tasmania
held on 7 September 2010 at the Derwent Sailing Squadron**

MINUTES

Opening

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

Attendance

42 members registered their attendance.

Apologies were received from Chris and Sally Calvert, Trish and Bill Wright, Richard Phillips and Wendy Bradfield, Jackie and Hans Van Tuil, Kim and Faye Shimmin, Andrew and Judy Boon.

Minutes of the 34th AGM

Robert Grey moved that the minutes of the 34th AGM be accepted as the true record. The motion was seconded by Chris Palmer and carried.

No business arose from those minutes.

Treasurer's Report

The Club's books had been audited and were judged satisfactory. The summary of the Club's financial status is attached.

Commodore's Report

The Commodore's report is attached.

Constitution

Two changes to the Constitution were proposed by the Committee and published in the Albatross. The first proposed that Clause 12 be amended to include the position of Webmaster as an elected member of the Committee.

Robert Grey

moved that the Constitution be so amended. The motion was seconded by Chris Palmer and carried.

The second change proposed that Clause 14 be amended to read:

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 the financial members 18 years and over 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 for a period of one year after vacating office. (Note: Clause 11 defines Office Bearers to be Commodore, Vice-Commodore, Rear-Commodore, Secretary and Treasurer).

Robert Grey moved that the Constitution be so amended. The motion was seconded by Lew Garnham and carried.

Election of the Committee

Commodore Peter Makepeace stated that he was not standing for re-election and therefore he would proceed with the election of the new Committee. He noted that all the elected positions on the Committee had been advertised in the Albatross and asked Secretary Robert Grey to read out the nominations received, which was done. There being no further nominations, Peter announced that the nominations equalled the vacancies, all elected positions being vacant. He then declared the following Club members duly elected to the positions for which they were nominated:

Commodore	Chris Palmer
Vice-Commodore	Lew Garnham
Rear-Commodore	Margaret Jones
Treasurer	Paul Dutton
Secretary	Robert Grey
Editor	Kim Brewer
Membership Officer	Margie Benjamin
Committee Member	Alan Gifford
Committee Member	Erika Shankley
Webmaster	Dave Davey
Warden	Chris Creese

(Note: an unelected position on the Committee is held for the immediate past Commodore)

Outgoing Commodore Peter Makepeace invited Chris Palmer to take the Chair after coming forward Peter presented new Commodore Chris Palmer with his Commodore's pennant. On taking the Chair, Commodore Chris Palmer thanked the outgoing Commodore and those members leaving the Committee for their support to the Club and he welcomed the new members to the Committee.

Appointment of the Auditor

The appointment of honorary Auditor was held over to be confirmed at the next meeting of the committee.

General Business

Keith Wells proposed a vote of thanks to the outgoing Committee which was supported by general affirmation.

Next Meeting

The next meeting will be a general meeting on 5 October 2010.

Close

Commodore Chris Palmer thanked the members and ladies who brought plated for supper. There being no further business, he closed the meeting at 8:22pm.

**General Meeting of the Cruising Yacht Club of Tasmania
held at the Derwent Sailing Squadron
on 7 September 2010**

MINUTES

Opening

Commodore Chris Palmer (Chairman) opened the meeting at 8:23pm.

Present

42 members registered their attendance.

Apologies were received from Chris and Sally Calvert, Trish and Bill Wright, Richard Phillips and Wendy Bradfield, Jackie and Hans Van Tuil, Kim and Faye Shimmin, Andrew and Judy Boon.

Guests included Jacki Neville and Wayne McNeice.

Minutes

The Minutes of the previous meeting held on 3 August 2010 were accepted as a true record by affirmation.

Cruise Coordinator

Vice-Commodore Lew Garnham invited suggestions for Club cruises.

Treasurer

Treasurer Paul Dutton presented a summary of the Club's financial status – see attached. The summary was accepted by affirmation.

General Business

Fiona Tuxen advised that approximately 15 members had yet to renew their membership.

Paul Kerrison requested advice on the Club's plans for the combined Clubs Open Day. The Chairman advised that members will be notified after the next Committee meeting.

Next meeting

The next General Meeting will be held on 5 October 2010.

Closure

There being no further business, the Chairman closed the meeting at 8:31pm.

What if the Battle of Trafalgar had to be fought in modern times?

Just before the Battle of Trafalgar - a conversation is overheard on the deck of HMS Victory;

Nelson: "Order the signal, Hardy."

Hardy: "Aye, aye sir."

Nelson: "Hold on, that's not what I dictated to Flags. What's the meaning of this?"

Hardy: "Sorry sir?"

Nelson (reading aloud): "England expects every person to do his or her duty, regardless of race, gender, sexual orientation, religious persuasion or disability." "What gobbledygook is this?"

Hardy: "Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist."

Nelson: "Gadzooks, Hardy. Hand me my pipe and tobacco."

Hardy: "Sorry sir. All naval vessels have now been designated smoke-free working environments."

Nelson: "In that case, break open the rum ration. Let us splice the main brace to steel the men before battle."

Hardy: "The rum ration has been abolished, Admiral. Its part of the Government's policy on binge drinking."

Nelson: "Good heavens, Hardy. I suppose we'd better get on with itfull speed ahead."

Hardy: "I think you'll find that there's a 4 knot speed limit in this stretch of water."

Nelson: "Damn it man! We are on the eve of the greatest sea battle in history."

We must advance with all dispatch. Report from the crow's nest please."

Hardy: "That won't be possible, sir."

Nelson: "What?"

Hardy: "Health and Safety have closed the crow's nest, sir. No harness. And they said that rope ladders don't meet regulations. They won't let anyone up there until a proper scaffolding can be erected."

Nelson: "Then get me the ship's carpenter without delay, Hardy."

Hardy: "He's busy knocking up a wheelchair access to the fo'c'sle Admiral."

Nelson: "Wheelchair access? I've never heard anything so absurd."

Hardy: "Health and safety again, sir. We have to provide a barrier-free environment for the differently abled."

Nelson: "Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of admiral by playing the disability card."

Hardy: "Actually, sir, you did. The Royal Navy is underrepresented in the areas of visual impairment and limb deficiency."

Nelson: "Whatever next? Give me full sail. The salt spray beckons."

Hardy: "A couple of problems there too, sir. Health and safety won't let the crew up the rigging without hard hats. And they don't want anyone breathing in too much salt - haven't you seen the adverts?"

Nelson: "I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy."

Hardy: "The men are a bit worried about shooting at anyone, Admiral."



Nelson: "What? This is mutiny !"

Hardy: "It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There's a couple of legal-aid lawyers on board, watching everyone like hawks."

Nelson: "Then how are we to sink the Frenchies and the Spanish?"

Hardy: "Actually, sir, we're not."

Nelson: "We're not?"

Hardy: "No, sir. The French and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation."

Nelson: "But you must hate a Frenchman as you hate the devil."

Hardy: "I wouldn't let the ship's diversity co-ordinator hear you saying that sir. You'll be up on disciplinary report."

Nelson: "You must consider every man an enemy, who speaks ill of your King."

Hardy: "Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules. It could save your life"

Nelson: "Don't tell me - health and safety. Whatever happened to rum, sodomy and the lash?"

Hardy: "As I explained, sir, rum is off the menu! And there's a ban on corporal punishment."

Nelson: "What about sodomy?"

Hardy: "I believe that is now legal, sir."

Nelson: "In that case ...kiss me, Hardy."





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The logo for 'Ken n' barbie' features the text in a yellow, stylized font. The letters 'n' and 'b' are intertwined, with a red, curved shape resembling a smile or a tongue passing through them.

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