

Albatross

Volume 37 No 4 May 2011



Mt Rugby from Melaleuca Lagoon

Photo Competition winner: Alan Gifford

Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Send all material for publication in ‘Albatross’ to the Editor -
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Cruising Responsibilities

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

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

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

CYCT Calendar

May

Tues 3rd

General meeting at DSS 8.00pm

Speakers: John & Sue Cerutti - Cruising the Pacific Islands

Sat 7th

Maritime Marketplace Kettering Hall 9.30 – 3.30

A chance to sell your unwanted nautical bits and pieces

Wed 11th

Committee meeting at Mariners Cottage – 7.30pm

Sat 14th – Sun 15th

Donald Sutherland Memorial Navigation Cruise

Dinner at Mermaid Café, Kettering

Sat 21st

Women on boats – practical boathandling session

Fri 27th – Mon 30th

Huon River Cruise to Franklin and Huonville. BBQ @ Randells/Surveyors

Sat 28th

Women on boats – 2nd practical boathandling session

June

Sat 4th (provisional date – to be confirmed)

Celebrating Women on Boats

Tues 7th

General Meeting at DSS 8.00pm

Speaker: Patrick Synge

'The Good, the Bad and the Ugly - Confessions of a Marine Surveyor'

Sat 11th – Mon 13th

Cruise to Missionary Bay/Little Fancy, Simpsons Point and Barnes Bay

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



Editorial

This month's "Albatross" contains reports which reflect the varied cruising that members enjoy, from a two-day run to New Norfolk to a circumnavigation of Tasmania. In fact I received such a lot of cruising material that other contributions have gone on the back-burner for future issues. Nice to have something in reserve for winter months!

Even if you didn't get away for a longer cruise over Christmas, I can bet many of you were out on the water over Easter. The Channel was a sea of sails on Good Friday and anchorages in Barnes Bay were relatively crowded. I say "relatively" as I am always delighted by how few boats and how much cruising room there is here in Tassie after the jostling for elbow room we have experienced in other locations. As an Aucklander, I am used to a flood of boats heading out on Friday afternoon like traffic on a freeway and harbours full of hundreds of craft lighting up the night like small cities.

Another striking difference across the Ditch is that NZ doesn't have any boat registration or individual licensing. For now, NZ (not normally known for its lack of Red Tape) has adopted the "Educate not Legislate" route to safety – and it seems to work. It was quite a surprise to arrive in Queensland to find that sailing around the world and having foreign professional qualifications did not count and we had to sit a course before we could legally take our new yacht out of the marina. Having Police on the water, ready to check those new licenses was another novelty and it was a shock to shell out \$406 annually to register a 13m boat in QLD. I know licensing is a contentious issue and would enjoy hearing other points of view.

Tasmania does seem to be a bastion of common-sense and affordable boating. Don't take these peaceful, clean waterways, abundant seafood and unobtrusive officials for granted. We newcomers and the many visiting boats who've discovered Tassie cruising this summer sure don't!

Thanks to the Easter Bunnies who delighted us and many others in Quarantine Bay. You made our Easter.

Kim Brewer
editor@cyct.org.au



Commodore's Comments

Wow! Over eighty people and standing room only at the last General Meeting. Forty or fifty people at each of the last two 'Women on Boats' forums. What's going on?

It's wonderful to see so much activity taking place in the Club, and thanks go to all those who have made it possible – organisers, speakers and those behind the scenes who quietly make sure that everything is in place.

'Women on Boats' forums

There's no question that a huge amount of interest has been created by these forums, in the Club and outside – we really do seem to have touched a nerve here. The Club is greatly indebted to Alan Gifford who has driven the whole project, Lindy Jones who has been a fantastic chair-person, and the numerous women (one honorary!) who have taken part as presenters. In some cases this took people well outside their comfort zone and was a great example of how you can do anything if you just have a go. And isn't this exactly the kind of attitude we hope will become the norm among all our women members?

Elsewhere in this edition of 'Albatross' you will find a report on the last forum and details of the next and last two events in this series – the 'on water' activities. And sorry gents, unlike the previous seminar sessions, these are for women only.

Navigation Cruise

Saturday May 14th is when we will be running the annual Donald Sutherland Memorial Navigation Cruise. In a bit of a departure from previous years, we are asking participants to let us know they plan to take part a few days before the event. This is because the start arrangements will be a little different – and add some more interest to the proceedings, we hope.

What hasn't changed is the intention of making this a fun day for all those who enter. You will have an opportunity to practise some basic navigation skills (always worth having, no matter how good your chart-plotter is) and as usual there will be some general knowledge questions to keep the crew occupied. The day will end with dinner at the Mermaid Café at Kettering, but spaces for that are limited to forty people so if you want to attend, please contact Margaret

Jones (6272 5660) and reserve your place. Note that bookings are provisional until we have received your money - \$40.00 per person for two courses and tea/coffee.

We are planning a 'Man Overboard' session on the day after the Navigation Cruise. MAST have kindly loaned us their dummy so we will be able to experience firsthand just how difficult it is to get an unconscious person back on board. Don't miss it.

Maritime Marketplace – Bargains Galore!

This is happening on Saturday 7th May at Kettering Community Hall. Bookings for tables are fast filling up (\$10 half a table, \$20 a whole table) so if you want to sell some stuff this way, contact me asap (6267 4994 or cpalmer@praclog.com) . Alternatively you can bring your items along to the Community Hall in Kettering on the Friday evening (16.30 to 18.30) or Saturday morning (08.00 to 09.00) and we will sell them for you and charge you a 15% commission (capped at \$100 in case you have a major item to sell this way). Full details at www.cvct.org.au/market.pdf.

If you have nothing to sell, come and buy something! Tell your friends! We are running this event in conjunction with Kettering Yacht Club, so I hope to see at least as many CYCT members there as KYC folk.

Other Forums

Although nothing specific has been planned yet, the approach of colder weather suggests that we could schedule a number of forums at the Cottage over winter. If you have a subject you would like to see covered, or one that you would be prepared to run yourself, let Alan Gifford know. There is so much experience and knowledge in this Club it would be a pity not to take advantage of it. I think I have persuaded one member to tell us about tips and tricks for single handed sailing. There's heaps more we can cover – boat electrics, radar use and heavy weather sailing to name a few – and the list goes on. Suggestions, please.

Oh dear! I think I've used up more than my allowance of space. Sorry Kim.

Cheers for now.

Chris Palmer

commodore@cyct.org.au



Vice Commodores Report

Firstly I wish to welcome all new and prospective members to the CYCT, and thank the existing members for the continuing enthusiasm and support. The land based side is running well with excellent attendances at the pre-meeting DSS meals, general meetings and of course the innovative and interesting Women's Forums. The second 'radio session' helped in 'clearing the air' and gaining confidence for many.

On the water, we had four CYCT boats (*Fordplay*, *Pandore*, *Gitana* and *Mistral*) complete the VDL circumnavigation of Tasmania. Five weeks of living on board with differing personalities, crew changes, weather extremes (too much in the wrong direction or nothing) new coasts and ports, shallows to 'keel sound', cray-pot hazards, together with boat failures made it all quite challenging for all. The comrade within crews and grouping of boat crews was interesting. It is amazing how spread out the boats became as needs and sailing styles dictated.

Back at home, I thank Andrew Boon and Leo Foley who both ran good club cruises in my absence.

After the VDL dinner at the RYCT, no formal activities followed on, so a beach BBQ was organized at Richardson's Beach for Sunday 27th March. Unfortunately *Puffin*, (Nauticat 33), could not join the other 'flaunting felines', *Minerva* (Nauticat 38) and *Archer*; the long term visiting Nauticat 44 (with other VDL crews on board). *Sagres*, the former active but not often seen *Keepsake* (Barry Hine), and visiting *Liberte* also sailed up from the 'Garrow'. In the light fading northerly some spinnakers were set for making headway. After a dinghy 'round up', a bottle opening and coffee get together was held on the rafted *Sagres* and *Minerva*. We were pleasantly surprised to see Roger and Patricia Locke arrive, having sailed *Andromeda* from Barnes Bay. *Total Eclipse* arrived later.

We almost forgot the shore aspect of the day till we saw the Lockes setting up on the beach, so we all headed there, and the shade of the pine tree. It was an unforgettable tropical 21 deg. C day, windless with clear blue water lapping on the white clean sand. The BBQ sizzled away in the background to the chatting. Wayne and Jill (*K-A Yacht I-C*), flew over from Melbourne for the VDL dinner, were there too.

About 1500h, the CYCT boats departed, a sea breeze allowed the spinnakers again to be set for the run home. The visitors stayed on the beach enjoying the day. They could not believe Tassie could be so tropically good close to Hobart. *Liberte* even stayed the night.

The New Norfolk cruise had been cancelled for lack of room for all with the MYCT boats and the *Cartella* displacing berthed boats from the jetty on Sunday. Friday was windy and the forecast was for continuing unpleasant conditions. Later I learnt that only two boats were booked for the bridge at 103, so with *Latura's* new Melbourne owners keen to enjoy their boat, I decided to escort them to New Norfolk, returning when the *Cartella* arrived! At the bridge the 'No Go' dim red light was hard to see in the daylight and even more so the purple (? blue) for go. I was expecting a green light; however it was the bridge man's wave that sent us through. It was a pleasant trip up river, but arriving at the town's 'Black Jetty', berthing to widely spaced piles was difficult, trying to fend off to avoid boat damage. Till wailing is installed, you will need a two long stiff fender boards for the approach and the tidal river level changes (~1 M) when moored. There is no power or water at the jetty, but Ted, caravan park manager was most helpful, even supplying a key for using the excellent showers.

On Sunday *Latura* left, but returned as the bridge had become inoperable from a cable issue after allowing two Wooden Boat Guild boats through. The *Cartella* was unable to proceed also with its 100 or so paying passengers who were coming to the Derwent Valley Festival. We were able to stay at the jetty with *Farewell* astern. *Sea Spray* was on the shallow landing downstream. Though Bob and Glenda missed their flight to Melbourne, they enjoyed New Norfolk and a second Bush Inn pub meal. The Bridge was opened for us at a designated time. 1330h. The 'go' purple light did not stand out.

The weather did not look pleasant and 'Good Friday' looked like being a bad Friday for crossing Stom Bay. The Easter cruise destination was changed to the channel, but some boats will go to Maria Island area. *Reflections* left on Wednesday. More in next issue about Easter and the 'competitions'

Coming up on the 14th May is the Don Sutherland Navigation event with dinner at the Mermaid Café. Come and have fun with the navigating and PLEASE BOOK with Margaret Jones for the evening dinner at the Mermaid Cafe.

On the 15th May we hope to have some boating exercises (mast climbing not included) and a possible dinghy race with special rules! ?at Barnes or Apollo Bay, with BBQ.

On the 27th – 30th May, Huon River, with o/n at Port Huon with a meal at the Kermantie Hotel. Next day, tide/weather permitting, Franklin o/n with a possible day return trip to Huonville. Other stops to be decided.

I am corresponding with the Derwent Valley Council, trying to have wailing installed on the Black Jetty and exploring the possibility of having a good floating marina upstream. Funding is hopefully with MaST's assistance to the DVC.

There are also issues with the Bridgewater Bridge. They will not open if the mean wind speed exceeds 45 km/hour, ie 24.3 knots which is the tail end of a good sea breeze. Since hours are only 9.30 am to 4 pm, it is also very restrictive as later, in daylight saving light, the breeze dies out. There is good light often till 9 pm. The navigation traffic control lights are suitable for night visibility, however the bridge now only operates in limited daylight hours!

More bridge information later.

Looking forward to seeing you on the water and reading about your trips. Please submit articles.

Enjoy good safe sailing,

Lew (Lewis Garnham, Vice Cmdr.)

Rear Commodore's Report



What a wonderfully happy crowd for the last meeting! It is always delightful to welcome guests and new members to share our meetings and guest speakers. Brent Burgess, the chef of "Moorings" at DSS was very happy with the with prompt orderings and the response to the salad table that he will continue. Whilst members are still interested in dining before the general meetings I will continue to accept bookings and pass them on to DSS and Chef.

What an different holiday the French Canal travels were for Jan & Marjan Guerson, Rob & Margaret Loring, Bill & Trish Wright and Barry & Yvonne Hine. We are indeed grateful for the sharing of their experiences in many different ways. The helpful hints on customs, language and village life will no doubt help others who might be entertaining a similar tour.

Navigation Cruise Dinner 14 May at the "Mermaid" Café

Cost: \$40 per person for two courses and coffee.

Bookings to be made with Paul Dutton or Margaret Jones. Cheques or direct debit must accompany the booking. Limit will be 40 diners.

More details of time will be posted on the website.

A barbecue will be arranged for late June early July at a central venue yet to be decided. This could be possibly be on a Sunday and include family and friends.

Proposed Trip to Australian Maritime College.

Details of venues opening times and costs have been sourced and printed on a separate page. Please peruse these and consider either a day or overnight trip. Transport could be in a coach or by personal car.

Interest needs to be registered with me so as I can make firm arrangements. Alternatively a member may wish to take this on and do the final bookings. That would be a help!!!

Margaret Jones

Rear Commodore

Cruising Yacht Club of Tasmania with Kettering Yacht Club.

Maritime Marketplace

Saturday May 7th

9.30am to 3.30pm

Community Hall
Channel Highway
Kettering

Download full details
and conditions from:
www.cyct.org.au/market.pdf

An opportunity to find a good home for
unwanted nauti bits.

Rent all (\$20) or half (\$10) a trestle
table, display and sell your wares, and
keep the proceeds. Tables must be
reserved by Weds 4th May

- OR -

bring items to sell between
1630 and 1830 Friday 6th May
or 1800 and 0900 Saturday 7th May and
we will sell them for you.

15% commission

To reserve space, contact Chris Palmer on
(0402 118 548) or cpalmer@praclog.com

An invitation to take part in the

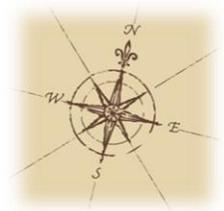
Donald Sutherland Memorial Navigation Cruise 2011

Saturday 14th May - North Channel Area

The Donald Sutherland Memorial Navigation Cruise is held every year around this time and commemorates the work and life of Donald Sutherland and his involvement in the CYCT. Donald was the CYCT's Founding Commodore and this tribute is just one way the Club aims to serve its membership.

Information for skippers of participating vessels.

- **To facilitate the management of the event, all owners or skippers of vessels intending to participate in the Cruise are asked to register their intention with Alan Gifford on mobile 0447 250 945 or email alan.gifford@bigpond.com no later than Wednesday evening 11th May. This is a departure from previous years so please make a note of this deadline. It will help ensure the smooth management of the Cruise.**
- All Club members with sailing or power boats are invited to participate.
- As with any CYCT cruise, the owner or skipper of each participating vessel has at all times the sole responsibility for any decision made to participate in the Cruise or to withdraw, and the CYCT, its officers and members and the organizers of the Cruise accept no responsibility for damage to any vessel or injury or death to any person occasioned during the conduct of the Cruise.
- The start location will be Kettering, from 0900 onwards. Full details will be emailed to participants by the evening of Thursday 12th May
- Vessels will need the following:
 - current paper chart AUS 173 and basic navigation instruments – parallel rule, protractor, dividers, soft pencil etc
 - VHF radio, which will be needed during the cruise
 - The CYCT cruising guide could be most useful
- Navigators are asked to refrain from using chart-plotters, radar and GPS equipment.
- Vessels must be seaworthy and equipped with the appropriate safety equipment required by Marine and Safety Tasmania (MaST).



PROPOSED TRIP AUSTRALIAN TO MARITIME COLLEGE

The following information has been sourced for the AMC and other places of interest to CYCT members in the North of Tasmania

Australian Maritime College - Beauty Point

Afternoon visits possible during weekdays Monday to Friday subject to lecturers being available as guides. One hour guided tour which must be booked in advance.

Pilot Station & Maritime Museum at George Town

Open 10am to 4pm. Entry Fee \$5

Grubb Shaft Gold & Heritage Museum at Beaconsfield

Open 10am to 4pm Entry fee \$9

Seahorse World at Beauty Point

Open 10am to 3pm. Entry Fee \$18 (con) 45 mins tour.

Bass & Flinders Centre at George Town

Open 10am to 4pm. Entry Fee \$6

Planetarium in Launceston

Shows Tuesday 2pm & 4pm Saturday 2pm & 3pm

Entry Fee \$5

Platypus House at Beauty Point

Open 9.30am to 3.30pm Entry Fee \$17

Fully guided tour of 35 min.

TRANSPORT

Walkers Coach seating 21 / 31 would be \$620 / \$770 per day.

Two day hire is twice one day hire, plus cost of accommodation and meal for driver.

ACCOMMODATION

Various options available.

If you are interested in going on a trip North with the Club, please contact me and let me know your preferences – eg one day or two, what you would like to visit and so on.

Margaret Jones

Ph:6272 5660

Rear Commodore

Email: rearcommodore@cyct.org.au

Women on Boats Forums – Session 3

The last of the land-based ‘Women on Boats’ forums was held at the DSS on Tuesday 19th April and, as before, a large and appreciative audience heard a number of women speakers explain various aspects of boating, from weather forecasting to basic navigation and pilotage. Each speaker reinforced the motto proposed by Chairperson Lindy Jones that ‘Knowledge is power’ and explained how the information they were passing on that evening contributed to their enjoyment of time on the water.

Thanks to Lindy for chairing, and Dorothy Darden, Kim Brewer, Erika Shankley, Chris McHugh, Yvonne Trevaskis and Margie Benjamin for their excellent, professional presentations. Thanks, too, to Andrew Boon, roadie for the night.

‘On Water’ sessions

Sessions IV and V, which will be for women only, will be held on the water. Session IV will be an opportunity to undertake a number of tasks on a boat and cover such things as:

- Safety equipment
- Starting, running and stopping the engine
- Berthing and un-berthing
- Anchoring
- Use of radio
- Pilotage
- Hoisting and lowering sails

Numbers will be limited to four or so per boat, so all participants will be able to get involved. Note – this is *not* a training program – more an opportunity for some experience.

The planned dates for Session IV are 21st and 28th May (both Saturdays). Depending on the availability of boats and owners/skippers, we hope to be able to offer departures from Kettering and Hobart. We may also be able to manage a mid-week session.

Session V, provisionally 4th June, will be a less structured fun day out – a celebration of Women on Boats.

If you would like to be part of one of these, please contact Alan Gifford on 0447 250 945 or email Alan.Gifford@bigpond.com.



We are also looking for a few more owners who would be prepared to make themselves and their boats available for these sessions. If you are interested, talk to Alan. It promises to be a very rewarding experience all round.

WELCOME NEW MEMBERS

Barry Strange and Tracey Taylor

TRIM

Ross and Jill Gates

OLANJO

Rolf Lindholm and Janice May

PACHECHE

John Robertson and Lorna Mitchell

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.

ROSS AND JILL GATES

“My wife and I bought Olanjo, a 30’ Doven sloop with a pilot house, about four years ago and when time allowed we have enjoyed cruising the Channel. Although our yachting knowledge is limited we are keen to learn and we look forward to exploring new places with the CYCT. Olanjo is a Doven class built by Des Clark 25 years ago. The Doven class was designed by Wally Knoop for Tasmanian conditions and about 30 of them were built. Olanjo is one of three built with a pilot house, which is ideal for Tasmanian winters. She was a regular competitor in BYC races before we purchased her”. Ross Gates.

ROLF LINDHOLM & JANICE MAY

We are not really new members rather renewing members, returning after two decades living overseas. We were members of the CYCT back in the 80s. In those days we used to live aboard our schooner, the Monte Christo, moored in Great Oyster Cove. Our schooner was a bit eye catching and as a result we were forever having boats doing a circle around us to have a look; especially it seemed when one of us was atop the mast.

Therefore, when we came back to Australia a few years ago we decided that our new boat would have to be inconspicuous and blend in with most other boats. Hence the Pacheche, a 38 ft pilothouse sloop, Pan Oceanic. We bought her in Sydney and sailed very slowly up the coast to Townsville. It took us 4 years, though only part time as in the cyclone season we would park the boat and head off back to Africa. When we sailed out of the cyclone area in 2008 we decided we had enough of the tropics and that it was time to go back home to The Channel where we have been ever since. What better cruising grounds can you find in Aus ?

As we are always being asked, Pacheche is an African word meaning carefully, carefully or slowly, slowly.



APPLICATION FOR MEMBERSHIP

Peter Aston and Alison Turnure

ILLYWHACKER

Philip Bragg and Barbara Weetman

HONEYWIND

Colin and Bella Crowder

SUN ODYSSEY

Liz Little and Bryan Walpole

MERLYN

Grant and Jennifer Andrews

SANDSHOE

Duncan and Stephanie Abercromby

CEOL MOR

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no late than that date.

As a result of a near mutiny the overbearing and arrogant captain was forced to see a psychiatrist by order of the commodore. As soon as the captain became comfortable on the couch, the psychiatrist began the session by asking the captain, "Why don't you start at the beginning?" The captain said, " Okay. In the beginning I created heaven and the earth....."

**Donald
Sutherland
Memorial
Navigation
Cruise**

To be held in the
upper
D'Entrecasteaux
Channel area
**Saturday
14th May
2011**
See the Invitation
to Participate
elsewhere in this
'Albatross' for
full details

**Dinner &
Prizegiving**

Mermaid Café

**Ferry Road, Kettering
From 6pm onwards**

Two course meal plus tea/
coffee—\$40.00pp.

Bookings *and payment* to Rear
Commodore Margaret Jones 6272
5660.

**Limited spaces—book
now!**



Nyanda to Launceston

During *Nyanda's* circumnavigation in 2008, we spent a few days in the Tamar River, but lacking the chart of the upper reaches (Aus 168), we didn't get much past the Batman Bridge. It seemed like an interesting place to spend some time, and this year I managed to get back there, via the east coast.

Greg and Mary Hawthorne and I left Kettering on Saturday 29th January, having loaded the previous afternoon. We spent that night in Cloudy Bay, South Bruny. From there it was hops up the southeast coast: Adventure Bay, Port Arthur, Lagoon Bay, Orford, three nights in the Schouten Passage, and on to Wineglass, arriving Sunday 6th.

Greg and Mary needed to be home before the 10th of February, and were intending to abandon ship maybe Coles Bay or Bicheno. The three day forecast now looked good for a dash round the NE corner, so they arranged to be collected from Binnalong. We anchored there late the next evening, having had a long day from Wineglass with uncooperative wind and/or lack thereof.

Once you get north of Eddystone Point, the tide tables are essential reading. The planned next stop after Wineglass was Cape Portland, where the tides can run up to five knots. I wanted to be there about 16:30, so the crew were off loaded early, and *Nyanda* departed Binnalong at 7:45am on Tuesday 8th. Had a lovely run north with just the No 1 headsail and a southerly breeze that gradually backed, staying parallel to the coast. It was such a nice day that approaching Swan Island I dropped the headsail and just drifted with the favourable tide



Cape Portland anchorage

while having lunch. Motored into the anchorage at Cape Portland, pushing against a two knot tide round the Cape, dropping anchor at 17:00, having done 46 miles since Binnalong. Lovely quiet evening, so went ashore to take photos: told by *Erica II* of Launceston of good views from Semaphore Hill, and there sure were - Waterhouse Island to the west, Flinders group to the north, and panoramic views of the Cape itself. Spectacular.

Left Cape Portland at 6:45 the next day, at the same time as *Erica II*. They were also heading for Beauty Point, their home port. I had quizzed her skipper the day before about the tides between the Cape and Low Head, as they were going to be adverse first thing in the morning, and was told that they are generally less than a



Looking north from Cape Portland

knot. The departure was thus early, so we could arrive at the Tamar in daylight and before the ebb started that evening. As it turned out, we had to motor the whole way: there was a light SE for much of the time, but even with nearly a thousand square feet of sail up (main and reacher), there still wasn't enough wind to maintain the speed needed to cover the 60 miles. Went north of Waterhouse Island (I have never been game to go inside) and the tide started to be useful about then, but was only noticeable on the GPS speed. Rounded Low Head at about 17:30, and the ebb had started, but wasn't yet a problem. The strongest was about a knot and a half near Garden Island - another hour or so later and it would have been a different story. Anchored in my favourite spot in the Tamar, Middle Arm, Beauty Point, at 19:25, trying to keep clear of a PDYC twilight race. Logged 64 miles from Cape Portland (about the same as Recherche to Port Davey).



Waterhouse Island

One of the primary aims of this trip was to get to Launceston, so there was much consultation with the tide tables and the RYCT Anchorage Guide. In a few days time, slack high water



Kings Wharf, Inveresk

days away. So, short hops upstream with the afternoon flood tide, anchoring at Devils Elbow, Deviot, and finally Windermere. Left there at 6:15 on the Monday, and had an uneventful trip up the river: the depth didn't drop below 4m. Arrived at the South Esk / North Esk junction at about 9:30, and



Cataract Gorge

milled around taking photos. Then dropped anchor a mile or so downstream, at Ti Tree Bend, for a cuppa and to wait for the ebb to strengthen. This is where the Trevallyn photo was taken from, and the AMC ship which went past, heading upstream. Left there at 10:45 and headed back to Windermere, with considerable help from the current. Measured a tidal flow of 2 knots while

was either mid morning or late evening. I didn't want to spend a night in Launceston, so thought I would try to get there with the end of the flood tide on the morning of Monday 14th. This in turn meant anchoring as far as possible upstream prior to the final dash for Launceston, but this was a few

anchored at Windermere.

The next day anchored in Spring Bay, which is just upstream of the Batman Bridge. Whilst there, paddled the kayak over to the bridge, and could see why the section of the river going under the bridge is called Whirlpool Reach. I was there at the start of the flood, and there was a tide of at least four knots heading upstream, with impressive whirls and eddies. I don't think I would want to be there at full ebb after heavy rain.

I ended up spending eleven nights in the Tamar, although I would have left two or three days earlier if the weather had permitted.

The two nights prior to my departure from the Tamar were spent in



North Esk



Nyanda anchored in Spring Bay

river there was a strong WNW, with a rapid ebb tide: this made for interesting sea conditions off Low Head. When a couple of miles clear of the Head, I set

Dark Hollow, West Arm, Beauty Point. There were strong northerlies forecast, (which would have made Middle Arm uncomfortable), to be followed by stronger westerlies. I left there at 6:15 on Sunday 20th, and as it turned out I should have stayed put for another day. Leaving the



Tamar River traffic

the No 3 headsail and turned the motor off. The seas were messy, but things were OK, with speed often over 10. After passing Ninth Island and off Anderson Bay, the wind freshened further to 35+, and the seas were yuk. (A technical term which you can probably relate to). After *Nyanda* surfed on a wave at 16+, "This will end in tears...", so dropped the headsail. In the process the halyard came unclipped and went up the mast, fortunately stopping at the mast sheave. Sometimes a roller furler would be nice. Speed with no sail up was still 5 or more. Apart from a wave breaking over the stern and half filling the cockpit whilst approaching Waterhouse, things were now much more under control. Started the motor to anchor behind Tomahawk Island, anchoring at 16:25. What a disappointment this was as an anchorage! The book says "...gives good shelter in winds from N, to W to SSW." Certainly not my experience: it was gusting 40 knots out of the anchorage, with a 1m swell rolling round the island at right angles to the wind. The wind moderated by dark, but the swell didn't : thus, no dinner and a lousy night.

Things were a bit better in the morning, and after much trial and error managed to retrieve the headsail halyard by tying the boathook on the spinnaker halyard. Headed off after midday, rounding Cape Portland with the start of the east going ebb tide. The wind was round to the south west, about 20 knots, and it was a nice sail through Banks Strait with just a small headsail up. Had considerable help from the tide when going inside Swan Island - extra couple of knots, and ended up anchored on the north side of Eddystone Point with a gaggle of fishing and pleasure boats.

The next morning started to see the circumnavigation fleet heading north, and we were still crossing paths late the next day. I went ashore to look at the lighthouse, and so didn't get away until midday, with a moderate NNW. The wind came round to the NNE, which was blowing strait into Binnalong, so decided to give St Helens Island a try. Anchored in 16m of water, and it was fine until after dark, when the SE swell increased considerable. What with the considerable movement, and the noise of the swell breaking high into the air not far away, it was another lousy night. In consequence, left at 4:30 the next morning, which was all very well until a clump of kelp wound itself around the prop soon after clearing the Island. Hoisted sail, and slowly progressed south, trying without success to dislodge the weed by juggling engine revs and forward/reverse. Not enough wind to progress much under sail, so after daylight over the side with the multi-skilled boathook and had it clear in a couple of minutes.

After this it was an uneventful trip home, stopping at Schouten Passage, then Orford, Chinamans, Lagoon Bay, Port Arthur, and home on Monday 28th Feb, having done 767 miles since Kettering.

Steven Newham

It just doesn't get any cheaper.....

Boating is an expensive business and with rampaging technological advances and ever increasing regulation, it's a great relief when an important change doesn't demand of boaties that they will have to shell out yet another thousand.

So, just when you'd finally discarded Grandad's old World War II Mae Wests and those triumphs of good design, the orange life-jackets that looked to be made of house bricks, and you'd parted with hundreds of dollars for inflatable life-jackets that someone at a desk somewhere decided we must now call Personal Floatation Devices (PFD's to most of us), another range of PFD's has been announced, complete with new Australian Standards numbers, and oh, at a slightly increased cost, of course. Cripes, will this ever end?

Well, we can all take heart. Although the new generation PFD's are taking their place on chandlery shelves and are replacing the PFD's that we've all come to know and love, the beaut bit is that our current PFD's are still safe, compliant and entirely suitable – provided of course, you have them tested regularly and you haven't been using them as fenders. There's nothing quite like the sinking feeling you get when you are swimming for dear life and your PFD is blowing bubbles from a hole caused by a fish hook jag left over from that great weekend with dad and the kids. The PFD's you currently have and have carefully stowed on board will conform for 10 years. So there is no need to rush out and spend a motsa.

There is absolutely no doubt, an inflated PFD worn by an unfortunate who finds himself overboard, will double his chances of survival. Thanks to consumer demand and regulatory pressure on the part of maritime authorities, PFD's are now highly efficient, effective, comfortable and stylish. They are course, costly. And the range with all sorts of bells and whistles, is ever increasing. So, why the new models and new standards?

Historically, the largest market share of life-saving equipment was American, although many of us are familiar with British and indeed, Australian equipment (GME and Stormy, to name a few). The earlier standards codes reflected this American origin. But with design changes and changing international financial relationships, European manufacturers have gained the ascendancy and Australia is moving in that direction.

The new generation PFD's come in four categories replacing the three categories of the PFD's most of us currently own. However in Australia and in Tasmania specifically, the Australian Standard **AS 4758-1** still applies and all imported PFD's must comply. Always check the label and look for the stamp of approval.

The top of the range is the **Level 150** – a more robust inflatable jacket with greater buoyancy and which is designed to keep the wearer face up. It includes all the usual features (light, whistle, reflective tape and tough webbing) and is manufactured for the most demanding of off-shore conditions. Optional extras include automatic inflation and harness attachments.

The second level is **Level 100** – an inflatable jacket or yoke with most of the features of it's big brother and is the minimum requirement for offshore use. A good all-round performer and comparable with the Type 1 category of the older PFD's we are familiar with.

The third level is **Level 50** – a jacket of minimal bulk which allows the wearer good swimming capability. This jacket is not inflatable and provides roll over capability in only relatively benign conditions. Comparable with the old Type 2 PFD's this jacket is the type you might expect to find on amateur water skiers and kayakers.

Finally, the fourth level is **Level 50S** – is styled as a sleeveless, full length, padded zip up sports buoyancy vest. While stylish and comfortable as an item of clothing, it provides buoyancy and swimming capability but is not suitable in circumstances of rough conditions or when rescue is not immediately to hand.

The above descriptions are generic and not definitive. Many variations are available at a huge range of prices. However the standards apply and will be mandatory in specific circumstances (eg: ocean racing; offshore racing and cruising). The choice is yours. But take into account what you are doing, where you are boating, your body size and I guess, cost.

State regulations differ, reflecting the great diversity of this country. The basics for Tasmania are (I've not considered kiteboards, wetsuit alternatives, jet skis, diving):

- an approved PFD **must be provided** for all persons (including tots) on all boats (includes dinghies).
- PFD's **must be worn** by everyone in a power driven vessel under 6m in length.
- Kids under 12 years of age **must wear** a PFD in any vessel under power (ie: big boats and little boats)
- **The only exception** – PFD's are not required to be worn if a person is within a cabin, wheelhouse or a secure, enclosed area.

Minimum category requirements in conjunction with the regulations above.

- For **smooth waters** (close inshore areas as defined, inland lakes and rivers) the minimum is Level 50

- For **sheltered waters** (all waters not exceeding 2NM to seaward) the minimum is Level 100
- For all waters **beyond sheltered waters** the minimum is Level 100 although good judgment might dictate Level 150.

From time to time we all see a cowboy or two zipping around without a PFD. However, increasingly, good sense and judgment prevail and PFD's are seen wherever boaties do their thing. A PFD not seen is no PFD at all. As one very well known local manufacturer puts it:

“They should be worn not stowed”

Alan Gifford



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VDL Circumnavigation of Tasmania - Part 2

The four days at home gave a chance to catch up with Lizzie, and time for many of those escaped jobs: lawns to cut etc and even took *Minerva's* alternator off to have it checked, serviced and new bearings inserted. The tooth was duly extracted, and after three good evenings at the movies it was time to move back to the boat. John Lawrence and I joined the late Friday night rush out, and after a filling meal break at Derwent Bridge, arrived at Strahan by 2130 h. They had had a very pleasant exploration of Macquarie Harbour and the Gordon River. The VDL barbeque had been brought forward to midday so boats could anchor in the Hell's gate area, close to the Heads for earlier next days start.

It is about 20 N M from Strahan to Cape Sorell and this 2 hours must be allowed, so not to arrive at Port Davey in the dark. We left as dawn was breaking and fortunately, assisted by the tide, made good passage. Again the dark green piles were difficult to see against a dark background. Plotting chart courses or following the chart plotter is necessary to avoid grounding. Exiting past Entrance Island, the bend in the stone breakwater, appears to be the end of the wall, not so!

Once out in the swell, Surging Point it was, and with variable wind we motor 'sailed' past the prominent high white lighthouse and past the wave braking reefs. Again from seaward it was interesting to see the heard of places, Sloop rocks, Hibbs Pyramid, numerous rocky clusters and wave breaking spray blown points that somehow hide little 'safe' anchorages.

Some areas had sandy beaches and a backdrop of large rolling sand dunes whilst others were heavily wooded. Numerous areas were wave-washed spray flung cliffs.

After rounding Low Rocky Point we changed course for North Head, off the entrance to Port Davey. Having passed West Pyramid and Shark's Jaw Reef we encountered a line of cray-pots on our run line. We had received a warning of pots and repeated it with their location, but unfortunately a late arriving yacht became fouled as the surface line was excessively long and invisible at dusk. In the fading light we negotiated the North Breaksea Passage, past Boil Rock and into the tranquility of Bramble Cove. Numerous yachts were at Schooner Cove and others were here also. In the lee of the high rising hill the anchor was swallowed by the dark, tannin-tinted, still water.





Entering Bathurst Channel

That evening the forecast squally westerly wind passed us and in the calm of the morning we motored down Bathurst Channel, past King Point and into Clayton's Corner where three yachts were at the jetty, many others were anchored in the bay. The clear morning became windy and the sky greyed out with threats of rain. As the pattern appeared stable, the inflatable and outboard were assembled for a trip down

Melaleuca Inlet. Beer cans topped sticks defined the hidden banks in the two large basins. On the banks we could see the workings where the Wilsons and Kings had mined for alluvial tin. From the jetty it was a short walk to the white quartz airstrip and then onto the walker's huts. On return we visited Deny King's old river bank residence and marveled at not only his toughness, to live in this harsh environment, but his contrasting gentle artistic nature seen everywhere in creations about his house. The interesting spiraled trunk bird stand, the wooden furniture, the stone work, boat sheds and art studio. The return trip was via the bird observation hide where we were rewarded with

*Dinghy snug in Deny King's boatshed*

telescopic views of an Orange Bellied Parrot and excellent images of the Fire Tailed Finches on the feed rail. The delicate patterns on their black and white feathers, and blue mosaic like circle in their eyes were clearly seen with the telescopes there. At the airstrip two white planes appeared out of the low mountain top hugging cumulous cloud, and landed their brightly colored rain-proofed passenger cargo.

The following day we explored Old River but the anchorage co-ordinates given in 'the book' were on the shore. We motored past numerous black swans and sand

bank gripped sticks. Up river, though following instructions at the river split, but were unable to find the mature Huon and Celery Top Pines. We later learned they were further up in the dry river bed, on the branch that we had been



Anchored at Clyties

following.

After returning, we explored the beauty of Moulters Inlet and later to Swan Point. That evening we anchored in Clyties Inlet which lies east of the walker's 'boat crossing isthmus' Joan to Farrell Point. Another pleasant evening on '*Sea Bird*' with *Liberte's* crew also.

The next morning the other two anchored boats had gone and, with the forecast of increasing west to south west winds bringing a five meter swells, a late decision was to go also. As the conditions were ideal, a quicker passage was set, inside Breaksea, Shank Islands, Nare's Rock, Swainson Island and Big Caroline, before heading south past East Pyramids. From seaward this passage had looked difficult. The main sail steadied the boat in the roll but did not fill out until South West Cape was rounded. The bulky mass of De Wit Island appeared close. With a jib set also, we motor sailed well over eight knots. More cray-pots were seen in Maatsuyker Passage. As we approach South East Cape the swell built up over the shallowing sea floor, but once round Whale Head it was a good sail in

the fresh breeze to Fisher Point and to the shelter of the Coalbin tree lined shore.



Geoff and Sandra Rosen of *Mistral*

In the morning as the birds sang we discovered the house fresh water pump had failed. As we wished to spend more time in Recherche Bay, we decided to go to Dover for a mechanic, and also ordered a new pump from Hobart. At Dover, after demonstrating that there was current at the pump, and that an electrician was not

needed, the pump was removed for repairs. After being in the workshop, it mysteriously worked and was reinstalled. Meanwhile, Geof's wife Sandra then arrived from Hobart with a replacement. Well, good to have a spare, thank you!

On return to Recherche Bay we had an invitation to dinner to celebrate Barbara Ham's birthday, with copious fresh fish and freshly baked pudding for dessert. Great evening, not only the water pump failed; the 'head' also did, being possibly papered out. SH-T!

Before tea, the 'spare' pump was re-plumbed, rewired and solidly mounted and the leaky squirting hot water pipe rubber was bound with a strip cut from inner tube; a perfect seal. A somber return to our boat at 10pm and feeling enthusiastic, it was time to fix the head. It is amazing how the final slotted screw at the very back of the macerator takes two people to juggle and turn one small screw driver in position. Apart, the mashed solid lump of paper was removed and a piece of 'string' from a cutter. After refitting, the shower sump pump



Windward Bound at Recherche Bay

was also cleared and all systems were a go.

The next day was hassle free and we returned to anchor at Dover. Using a private jetty we went ashore for another good pub meal. As John had to return to his Optus regional manager tasks we had to 'optimize' our position and commandeer one of 'Sea Bird's' crew, David Tyrrell. He was delighted now to have a double bunk and own cabin, having slept the voyage on the cabin settee seat/bunk.

A windless pleasant trip motoring to Port Huon, and then via the narrow water way into the marina, to be along side 'Sea Bird'. It was time to test the Kermantid Pub meals and the shower block. Another calm day followed, with minimal sailing to take us to Cygnet and a mooring. The breeze freshened later. It was a pleasant walk into town, buying old books and the essential 'vanilla essence' for a third complete washout attempt to remove the rotten fish smell from the freezer. That done, the Cygnet Boat Club's evening meal was enjoyed. Their new river view dining extensions will be excellent.

The next day was programmed for a Barnes Bay barbeque, but with the weather forecast for a strong change we decided to return home a day earlier. Boat cleaned, bags packed, we were ready to go home.

The VDL dinner at the RYCT was very well attended with many tables decorated with collected items and photos of the trip. Special awards were given for the best and most authentic log book, 'Boat of the Fleet' to *Taratibu* (sight impaired and sailed from Newcastle) and table decoration. This trip was Jeremy Firth's swan song and he and his wife Penny were rapturously applauded. Mary Kay from Smithton radio (VMR 704) also attended and was thanked for her excellent work. All vessels received a magnificent bronze casting for completing the voyage. Personally, it was a good experience navigating and seeing

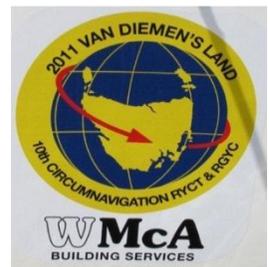


Mistral home to unload

Tasmania 'all round, 'and new friendships were formed. It is understandable why people keep returning for this challenging beautiful experience.

Lew

(Lewis Garnham)





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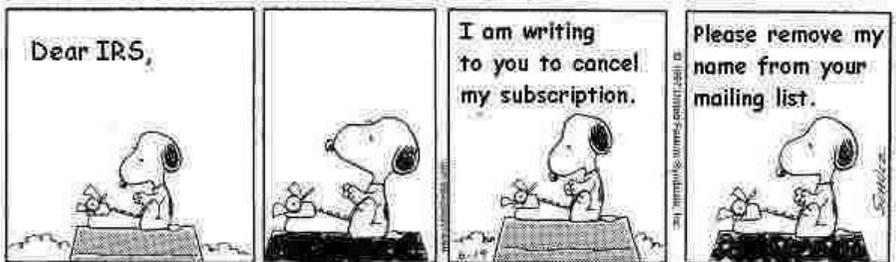
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USEFUL TIP

An old inner tube is a very useful item, not only for making useful different sized elastic bands, but as a pipe/hose leak stopper.

The tube elastic bands can be looped from the pushpit to a trailing 'Coota' fishing line to take the shock out of the strike .Other obvious uses are for keeping items together, cut in selected width for the need .Can also tension flapping halyards from the mast.

Importantly, if you have a leaking pipe then a strip of rubber stretched round acts as a compressive bandage, the more turns, the more pressure. Tuck the end under and pull, or put tape/ wire around to stop unraveling. Unlike tape, it is heat proof and does not rely on the adhesion for a seal. With heat, adhesives in the tapes un-stick, and the tape also stretches /melts and burns. Tapes mostly need a dry surface to initially adhere to, difficult with a spurting pipe. Also good for hot gas leaks in exhaust pipes, or for temporarily joining pipes.

It can be used medically, for compression (bleed, snakebite) but take GREAT care not to cause excessive pressure with resultant block of arterial flow or nerve damage. Elastic bandages, properly applied are preferable.

If marooned, hunting weapons could also be made, or used for gagging gagglers. The uses are endless, stretching the imagination as a competition item for innovative clean uses for the 'rubber'!

Lew Garnham



Andromeda to New Norfolk

Andromeda has always enjoyed a nice trip to New Norfolk. In March 1998, soon after coming to Hobart, she ventured upriver with the Cruising Yacht Club. There was a reported 60 knots of wind below Cadbury, and Talasea lost power and returned home under sail. Seven boats arrived at New Norfolk after a 1.30 pm bridge opening, and all dined at the Old Colony Inn, including some who had travelled by road from Hobart.

There was still a good breeze on the way down giving a brisk motorsail from the bridge to the wing mark off Dogshear Point. Andromeda upheld the honour of the Cruising Yacht Club, fending off a challenge from one of the Geilston Bay boats which had travelled up with us.

In October 2002 it was time to travel up the river again, this time in the spring. Again seven boats tied at the small wharf in two rafts. We walked around the cliffs to the Lachlan River before dining at the Bush Inn. A quiet night was recorded after a couple of days of wind. Indeed on the northern journey we recorded sailing from Piersons Point to Tarooma High School in less than an hour. The return was noted to be into a head wind whenever there was one, but was accomplished in less than six hours from New Norfolk to Kettering.

April 2005 was the next venture with the Club, although the crews of Obsession and Andromeda stopped off at the Royal Yacht Club for dinner on Friday night before venturing into the wilds of the Derwent Valley. No list of boats is in the log for that trip although we dined at “Verandah’s in the Valley”, and then breakfasted at the barbeque facilities provided on the esplanade. I recall that Awattaka was there. The log does record more than 30 knots of wind upstream from the Bridgewater Bridge.

Then there was a hiatus during which:

- The operation of the lift span was stopped because of reported corrosion on the lifting cables.
- The Premier of the day refused to consider replacement of the cables “to serve a few Sandy Bay millionaires”. He had to save his money to spend on horse racing facilities.
- The Bridgewater Bridge was to be replaced with a bridge that variously had 6 metres or 12 metres clearance under it.
- Finally it became apparent that the existing bridge would have to be refurbished and decided that this would include reinstating the lifting function.
- A couple of years after this decision a grand reopening was held and the CYCT Flag Officers were included in the sail through – well motor through anyway.

The Vice Commodore then organised a New Norfolk visit for the Club for the first weekend in April 2011. This was variously on again and off again but was not a suitable time for Andromeda to get away.

You have no doubt heard that the Vice Commodore made the journey, but then could not return on the Sunday because the bridge would not (or could not) open. Winds up to around 25 knots were reported on the day and it is uncertain whether the mechanism had malfunctioned, or it was decided that the wind speed exceeded current operating guidelines. By then the Rear Commodore had advised an assault on New Norfolk for the second weekend in April, and Mulberry had signed on. Andromeda added her name to the list.

The intention was to leave Kettering by 2.30 and spend the night south of Dogshear Point, in the shadow of Cadbury, allowing an easy run for a 10.30 am bridge opening. Commitments conspired to delay departure until 3.20 pm, and so we anchored in New Town Bay, just off the golf course, as darkness finally closed in.



Queuing at the Bridgewater Bridge

The anchor was up and washed when Lalaguli called and we fell in behind at the Nyrstar wharf. Mulberry got away in front from Dogshear, but was rounded up as she crept across the shallows south of Old Beach. Another boat had been sitting off Old Beach, and headed up river as we came into view. All were assembled at the bridge by 9.50, and the operator advised he was on the way. At 10.10 he called to say that we had to wait for a train and there would be a 20 minute delay. This wasn't a problem as the original booking had been for 10.30. At 10.50 the operator sent a message saying that a train had gone through and damaged the rail locking mechanism. This meant that the bridge could not be lifted because rail locks could not be undone. The train must have been well over an hour earlier as we had not seen one. The mechanic had been called but was some way off.

After a brief consultation all vessels turned downriver. The three CYCT boats retired to the jetty at the Austins Ferry Yacht Club and lunched on the barbeque area. We rafted three abreast so that it felt like New Norfolk. The depth sounders reported 0.6 metres under the keel and the afternoon drop from high to low tide was expected to be only 40 mm.



Lunch concluded at about 3.00 pm, just as a broadcast from the bridge suggested that it would be operational by 1500. By then the wind was up and forecast in the 20 to 30 knot westerly range and so there was no enthusiasm to try for a passage at that late stage. All three craft headed down river, Lalaguli and Mulberry back to the DSS marina, and Andromeda for another night in the loom of the zinc works. The jib over the stretch from Cadbury to Risdon enabled 8.5 knots at times and the lee of the loading ship provided good shelter for furling the jib in again. We were comfortably anchored before the showers arrived and heard no drama for the night.

An early night (the football finished early) led to rising shortly after 6 and by sun-up we had showered and had the anchor up and washed. The idea was for an early passage to avoid the southerlies forecast to rise after lunch. This turned out to be the case and head winds less than 10 knots were experienced for the three hours back to Kettering. The number of vessels heading north surprised us until we realised that the weekend had also been the time for the Barnes Bay Regatta.

So Andromeda still hasn't made it to New Norfolk since 2005. The Department evidently has more maintenance to do to ensure that the bridge can be lifted, and also needs to make available to the clubs more detail of the operating procedures.

Some years ago a breeze of 25 knots would not deter the lifting, but this seems now to be a limit.

Roger Locke

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Cruising Yacht Club of Tasmania**General Meeting held at the Derwent Sailing Squadron****5th April 2011**

MINUTES

Open

Commodore Chris Palmer (Chair) opened the meeting at 8:05pm.

Present

53 members registered their attendance

Apologies

Apologies were recorded for six members

Guests

The names of 30 guests were recorded

The Commodore welcomed members and their guests.

Minutes

The Minutes of the General Meeting held on 1 March 2011 were accepted by affirmation with an amendment under the heading 'Apologies' "*Apologies were received from Commodore Chris Palmer, Vice-Commodore Lew Garnham and 14 members*".

Vice-Commodore's Report

Vice-Commodore Lew Garnham spoke to the circumnavigation of Tasmania in which four Club boats participated. He spoke about successful cruises to Richardson's Beach, the Port Cygnet Regatta weekend, Recherche Bay, and New Norfolk. During Easter there will be a cruise to the East Coast for which there will be a planning meeting on Wednesday 20 May at the Mariner's Cottage. If the weather is not suitable, an alternative cruise may be planned in the Channel area.

Commodore's Report

The Commodore spoke to the preparations for a Maritime Market on the 7 May 2011. He encouraged all to participate in the Donald Sutherland Navigation Cruise on 14 May 2011 followed by dinner at the Mermaid Cafe.

Albatross

The Commodore invited our Editor of 'Albatross', Kim Brewer, to announce the winner of the photo competition and present the prize. There was just a single entrant and Kim presented Alan Gifford with the prize of a bottle of wine, a \$20 voucher from Stallards Camera House and a Stormy waterproof bag, courtesy of the competition's sponsor, Boat Sales Tasmania.

Forums

Alan Gifford outlined his well-attended sessions for women on boats. He thanked Lindy Jones in particular for her support. The next session will be on 19 April 2011. Alan listed the next sessions which will cover diesel engines, weather, basic pilotage, charts and buoyage. The last session will be on the water and Alan will be looking for volunteers to offer their boats for the day. Alan finished by encouraging all women in the Club to have a fun time learning about boating. Those wanting meals before attending a forum should advise Alan in advance.

Rear Commodore's Report

Rear Commodore Margaret Jones thanked Lew Garnham for his generous gift to the Club of a folding marquee. It had been put to good use at the February BBQ. Margaret then advised that she will be taking bookings for the Navigation Cruise dinner at the Mermaid Cafe and will send out an email to members with the details. Margaret spoke about meals before our General meetings and the need for early bookings.

Our presenters in May will be John and Sue Cerutty on their cruises in the Pacific and in June Patrick Synge, who is a marine surveyor.

Margaret finished by announcing her plan to gauge interest in a land cruise to visit the Maritime College in Launceston and other venues of interest in the north of the State.

Treasurer's Report

The Commodore invited the Treasurer, Paul Dutton, to give an overview of the monthly accounts which was done – see attached Report.

Club Apparel

The Commodore appealed for a Club member to volunteer to take charge of Club apparel sales and ordering.

New Members

The Commodore, after apologising that Club burgees were still locked away due to the absence of our Quartermaster, formally welcomed the following new members to the Club: David Tanner, Robert Gavin, and Darryl Ridgeway.

Other business

There was no other business brought to the attention of the meeting.

Next meeting

The next General meeting will be held on Tuesday 3rd May 2011.

Closure

The Commodore closed the meeting at 8:40pm.

Chris Palmer
Commodore

Date

After the meeting, Commodore Chris Palmer introduced a very interesting session on touring canals in France by Jan & Marjan Guerson, Rob & Margaret Loring, Bill & Trish Wright and Barry & Yvonne Hine.



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- Exceptionally comfortable accommodation.
- Good sized cockpit with hard dodger,
- Extremely well built (solid GRP)
- BETA 28hp diesel motors at 7 to 8 knots and sails well.

This boat is in very good condition and is ideal for coastal cruising

\$53,500

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