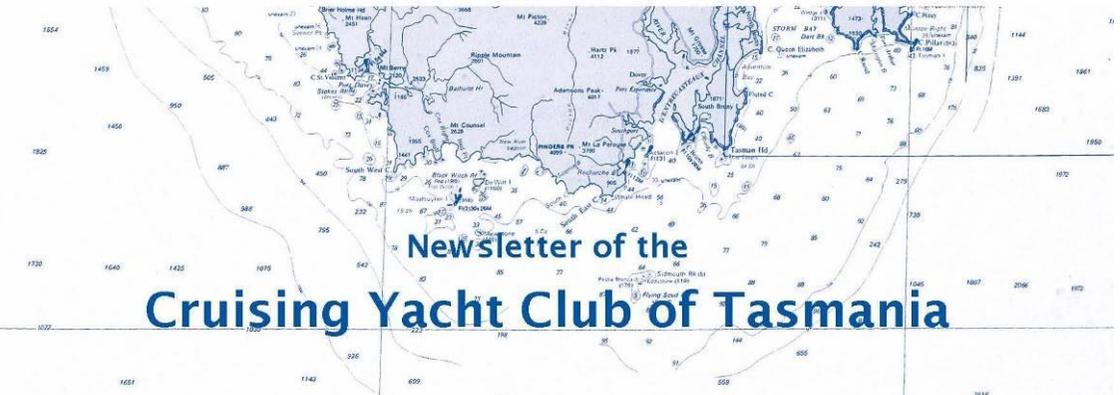


Minerva running down to Mary Ann Bay

Photo: Lew Garnham



THE CRUISING YACHT CLUB OF TASMANIA INC.

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www.cyct.org.au

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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

August

Tues 2nd

General Meeting at DSS @ 8.00pm

Speaker: Jennifer Lavin "Seabirds and Their Conservation"

Wed 10th

Committee meeting at Mariners Cottage – 7.30pm

Sat 13th Annual Dinner Hobart Function and Convention Centre

See details further in this issue

September

Tues 6th

Annual General Meeting at DSS at 8.00pm

Wed 14th

Committee meeting at Mariners Cottage – 7.30pm

Sat 17th to Sun 18th

Proposed cruise to either Dover or Alonnah

October

Tues 4th

General meeting at DSS @ 8.00pm

Guest Speaker (TBA) on "Whales"

Wed 12th

Committee meeting at Mariners Cottage – 7.30pm

Sat 8th Combined Clubs Opening Day

Sun 9th Possible BBQ at South Arm

An up-to-date version of the Calendar can be obtained from

<http://www.cyct.org.au/Calendar/>

Editorial



This month's Albatross is dedicated to one of its most devoted contributors. In this issue you will find several of Denis Alexander's articles, illustrating the broad reach of his interests and more will be reprised in future editions. Plenty to make you think but also topics which will bring a grin – something we can always do with in the depths of winter.

It may be cold but it's also breathtakingly lovely and on a trip down the Huon last week I couldn't resist pulling over to the side of the road several times to take photos and just to stare. A day later I was at Prince of Wales Bay and another snow-capped mountain towered over calm waters – and I knew I definitely wasn't in Queensland! As I know we have some readers on the mainland, I can't resist showing off this wonderful winter-cruising scenery.



Meeting new members at this week's dinner, I found that many of them are relatively new to Tasmania and all are hugely enthusiastic about sailing Tasmanian waters. Some of them have already joined Club cruises and others were full of questions. A good sign as the AGM and a new sailing season approaches.

Kim Brewer



Letter to the Editor.

We wish to express our sincere thanks to the organisers for the CYCT New Members Night. The Flag Officers and the Committee gave us, as new members, a wonderful welcome. The extremely palatable food and wine was a bonus. With a number of well organised winter events to date and a look at the social calendar ahead we can only conclude it would be our own fault if we could not enjoy being members of the CYCT.

Regards

Ron and Peta Metcalf.

Denis Alexander

Denis isn't sure which year he joined the CYC. Like most sailors, he counts it off by the boats he's owned – it was probably while he owned “Encore”, an Eventide that he bought in Strahan while he fitted out a Doven 30 (Eriskay 2) in the garden. That would make it in the mid '70's when Don Sutherland was running the club.

Denis has always been a keen author – poetry and short stories mostly - which he contributed to the “Albatross” over many years – through the ownership of Eriskay 2, Eriskay 3 and Carinda, which he owned in partnership with his younger son until 2003.

Denis has always sailed. He was brought up in Portsmouth, England in a naval family and did his early sailing in whalers on the Solent, living on purloined naval cocoa and biscuits – he claims to have been too young for the rum!

During the war and before spending time in the Pacific and Australia, Denis was posted to Scotland to recommission the Rosyth dockyard and it was there that he met Helen, his wife of 67 years, who passed away in 2010. Denis returned to Scotland after the war and raised a family that included international cadets and an albacore dinghy. (The dragon was sold when the kids came along!).

In 1968 the family moved to Tasmania and chose its home, as usual, by its proximity to the local sailing club. Denis chose the Austin's Ferry Yacht Club where the boys sailed Sabots, Cherubs and NS 14's while Denis built a Hartley 16 and flew the commodore's burgee.

Austin's Ferry turned out some well known Hobart sailors in both racing and cruising and Denis and Helen were lucky to call the Cerruty's, Harman's, Jones's and Gills amongst their close friends.

Always an unassuming but gregarious person, Denis was well known around the coast, cruising from Port Davey to Flinders and participating in three circumnavigation cruises as well as signing on with Peter and Barbara Willson as far as Brisbane.

Now 94, Denis has hung up his seaboots, his last sail being the Bellerive campfire race with his sons, Douglas and Peter at the age of 85.

His regret being that as his eyesight grew worse, he failed to recognise people to stop for a chat and he is unable to continue to write poetry.

Over the years, Denis has contributed a gentle philosophy, a personal view of Tasmania's waterways and a little bit of wisdom and seamanship to readers of the Albatross.





Commodore's Comments

Winter – don't you just love it!

And this year it's been a doozy so far. Gale force winds or worse. Snow down to 100 metres. Rain, rain and more rain. And every now and then, a bit of sunshine. Just like the old days, and not much cop if you want to go sailing, but we have had our fair share of luck and both the June Kermadie weekend and the more recent picnic at Pear Tree Point took place in winter sunshine.

Like many other CYCT members, I am taking advantage of winter to do a bit of maintenance on *Wayfarer*. I'm trying to fix a persistent diesel leak and, following advice from Ian Hughes at Kettering, I'm replacing all the flexible fuel lines, replacing an old lift pump and the tank valves and servicing the filters. There are four of them, can you believe – one Racor water separator, two secondary filters and a New Zealand made magnetic filter that is supposed to magnetize to death any bugs in the fuel! They are getting to know me quite well at Brierley Hose and Handling. Let's hope all the time and effort are worth it and the problem goes away. Then it's on to the electrics.....

New Members' Night

By the time you read this we will have held the New Members' Night for this year. Of all the good things that have taken place in 2010-2011 (and there have been a few), the significant influx of new members has been one that has pleased me most. At the time of writing this report over 50 people are expected at the event, new members and Committee combined, and it promises to be a great evening. In fact, we have had to change the venue from the Mariners' Cottage to the Air Force Club (thanks to Rob Grey's contacts) to accommodate everyone. This has to be a very healthy situation for the Club.

The New Members' Night is an opportunity for new members to meet and get to know Committee members better. I am sure that all members will play

their part in making our more recent members welcome. We recently introduced the concept of placing a gold star on the name tags of people who joined within the last year, so if you see someone sporting such a nametag at a General Meeting, please make a point of introducing yourself and saying 'hello'.

Anniversary Dinner

Negotiations have concluded with TasPorts and while they are requiring a token fee from boats using Con Dock on 13th August, it will be passed on to the Mission to Seamen. Your Committee has decided that the Club will pay this amount so for boat owners the tradition of free berthing at Con Dock on the night of the Dinner is maintained.

If you haven't already reserved your spot for this event, don't delay – it's almost upon us. You can now book and pay through the PayPal facility on the Club website – foolproof and reliable. The cost is \$50.00 per person for an excellent meal, good company, maybe a surprise, and of course the opportunity to enjoy some gluhwein on a boat in Con Dock from about 5.00pm onwards. Don't miss it!

Cheers for now

Chris Palmer

commodore@cyct.org.au



Vice Commodore's Report

The shortest day, Winter Solstice has passed and though it is getting colder the lengthening days will soon give us our pleasurable evenings at anchor. If our winter Kermantie trip is any indication, our summer sailings could mean many gatherings. Unfortunately the planned early 'sail and social' at the Port Cygnet Sailing Club will not occur in September as their constructions will not be completed to a satisfactory workable level.

It will soon be time for our next AGM and the election of the CYCT committee. From my perspective it has been an honor to be on the committee of a club that dates back to 1974. I am often nicely reminded, not only by talking with senior members, but also looking through the old

Albatross magazines, of the committee positions they once held, and the work they did in 'growing' the club. By many standards, 37 years is still a young club, but in that time many changes in yachts, equipment, demographics and ideas have occurred and the club needs to 'stay young', flexible and be able to grow in new directions to benefit its members. I appreciate all feedback and ideas on how to improve our boating pleasure.

Communication about the weather, including the whether, where and when we will go out on the water is now so much easier. Open communication is the key to our club. Dave is continually upgrading our excellent web site. I hope you all have the Albatross icon on the desktop as a shortcut to it.

Chris has guided the Committee through many interesting waters and our visited 'ports' have yielded quite a lot of 'spice'. Alan Gifford was the 'pilot' for facilitating the very successful 'Women on Boats' series and VHF radio work. Margaret's ideas and organization of our interesting guest speakers and many social functions has been excellent.

It is wonderful to see so many new 'young' members out there enjoying themselves cruising, and social gatherings, mixing well with the older members. Keith's Cadbury 'tooth' always sweetens the occasion!

Memorable CYCT cruises this 'year' were to Nubeena, Norfolk Bay, New Norfolk, Rabbit Island, Port Cygnet, Easter in the Channel and Kermandie.

RECENT CRUISES

Pear Tree Picnic

Saturday 25th June was listed for a day trip BBQ, possibly at the Duck Pond as the weather had been rather unfavorable in the preceding week, in fact up till Friday! Suggestions were welcome and Gus proposed the Pear Tree, an excellent site as it was not only very sheltered from the prevailing winds, but also had been on the 'must visit' list for the CYCT; however the main BBQ area is on private land. After I had made many phone calls to locate the owners, Chris Palmer located the Betts who had just returned home from holidays, and they generously allowed access to their foreshore site.



I understand that indeed there was a large pear tree there but it fell over and died. The replacements, in animal proof

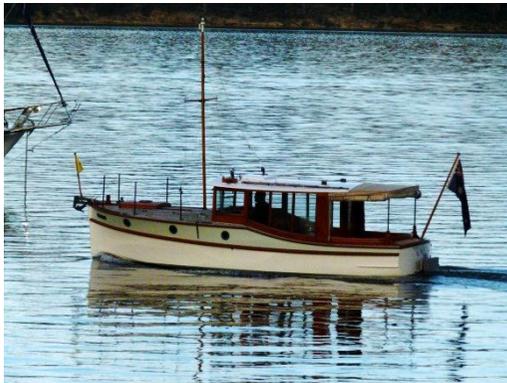
wire cages have not fared well under the gum trees. The lee shore has been a very well known popular anchorage, providing shelter from the strong westerly winds. The RYCT traditionally have their annual picnic there, indicated by a commemorative brass plaque, a steel and sandstone sculpture and a sturdy steel BBQ.

For the Hobart yachts, the NW wind gave a good down river run and we had our spinnaker set till NW Bay when heads winds ensured quick action with the sails and starting the motor. The Kettering boats had a quick trip round the corner.

The rocky foreshore was narrow south of the small creek, but north of this is small cleared non fenced open area that the CYCT had previously used. This time we went through the normally closed gate to the raised area described. Being winter, it was a little muddy underfoot and the cattle had left a few fertilizing patches, however soon the fire was lit, food was cooking and talking was in good volume.

My guests were Chris Lloyd and Maryanne Keeting who came with us on *Minerva*, and Glenda and Bob Beresford who brought *Latura* along. *Archer* (Judy and Martin Greasley), *Finesse Fremantle* (Peta, Ron and Jason Metcalf), *Andromeda* (Roger and Patricia Locke), *Conbrio* (Kate Hansford) and Gus. *Dreamtime of Darwin* (Terry and Gillian Long) made it in time to get the snags on the dying embers, but Ottmar and Elizabeth Helm in *Intrepid* arrived as some anchors were aweigh. Painting priorities and the anchor winch was their snag, but the fresh air and sun was appreciated!

It was about 3 pm and sadly we left for Hobart, to arrive at our dock in the dark.



Latura returning home from Pear Trees

Mary Ann Picnic Cruise

Another cruise to write, So in verse to keep it light!

Wild winter 'breeze', whipped white seas, Wellington capped in snow, had left us for two weeks with no place to go. Chris Jones phones for a Saturday sail when outside is still a gale. 'I'll see and hope' I say, but BOM looks good for that day.

The day was right with docks ice white, and on decks do I skate, even when arriving late! When all were aboard, 'Minerva' backed out, then forward; under the Tasman span and beyond the Garrow I eagle eye scan. With twelve knots of wind and spinnaker only set, over four knots of sailing we get. The Nauticat got my 'bird'; Gus remarks, "how absurd"!

'Archer' made no departure with electric power loss, 'Storm Fisher' left early flying her 'Albatross'. 'Finesse Fremantle' could dismantle out of the Kettering fog, but 'Wind Climber' didn't, so no trip in her log. 'Blade Runner' was funnier sailing in the sun, singing 'Oh winter sailing can be fun'.

With destinations changing, anchoring in Mary Ann Bay and rearranging; dinghies went to the sandy shore, seven adults and two kids they bore. The BBQ plate was fire hot and sizzled as it cooked food for us lot.

With four boats in a sea of glass reflecting, a little wine, beer, much good cheer and recollecting a run, 'Oh winter sailing can be fun'.



Gus, Peta and Ron, Damien and Kate, Alex and Lew at Mary Ann Bay

At two thirty anchors aweigh, to motor home after a pleasant day; in a red setting sun, 'Oh winter sailing can be fun'!

Present were; Peta & Ron Metcalf, Damien Hope & Kate Johnstone, Gus Vans-Colina, Chris, Kim & Alex Jones, and myself.

PLANNED CRUISES

I will be away in August and as that is usually the wildest coldest and wettest, nothing is planned for that month.

September 17-18th

Replacement for the planned Port Cygnet Sailing Club evening is planned. We may possibly sail to Dover with a meal at the RSL, or we could go to the Alonnah Hotel for lunch and then stay at the Quarries O/N. More details when the weather pattern is interpreted for cruise locations.

October 8th and 9th

Combined Opening Day, with sail past and salute. Details to be announced by the RYCT and forwarded. This is usually followed by the flotilla anchoring at Long Beach, Sandy Bay and socializing as boaties know how! I hope the CYCT Channel boats stay O/N for a South Arm area? Tripot BBQ on Sunday.

Long Term, the new Cruise Program is being formulated and will act as a catalyst to 'get out there'. If you have a cruise in mind, tell me or put details on the 'email to all members', to make it happen.

LOCAL DEVELOPMENTS

I am please to say that the 'Black Jetty' at New Norfolk will finally have waling timbers fastened to the outside of those piles that form the mooring face of the jetty. It has been difficult to come alongside and maintain fenders in the correct position, especially as the area is tidal! Fender boards are not always carried. I was reminded that a letter was also sent by the CYCT in 2002! The pace of progress is amazing!

It has been 'suggested' that the opening hours of the Bridgewater Bridge be extended to sunset. It is important to maximize River use, especially with daylight saving and the strong sea breeze fading after the 430 pm current time.

The Channel and its popular anchorages are becoming filled with private single occasional use private moorings. . MaST has established a permanent mooring free zone there so other boats may anchor, and one public mooring at Coles Bay. This is a very crowded area and anchoring is almost impossible! MaST is considering two more public moorings, one at East Shelley, the other at Darlington were there is a marine reserve and bottom holding is poor. The latter should be great, so we then can get ashore with security for our boats. A ladder at the end of Nubeena Jetty has been requested as all those already provided are blocked by fishing The CYCT is fortunate to have a mooring at Nubeena, a very crowded anchorage with extremely poor anchor holding when you need it most.

The Kingborough Boating Club has nine moorings, two at Apollo Bay and others in the Barnes Bay area, for use by its fleet of 82 boats. More moorings are planned. You can join for \$100 with \$70 annually. Four are in Quarantine BayGo to our web site, members' area, and look at it. Better still, go there and enjoy the security when you go ashore for an excellent RSL meal or the delights of the town! Distance is only~ 14 km from the Iron Pot.

Now is a good time to install a diesel heater in your boat and keep your sweet heart warm forever, and boating!

Sunny days and light breezes for you all,

Lew (Lewis Garnham, Vice Cmdr)



Rear Commodore's Report

Members enjoyed the winter barbecue on the 17 July at Waterworks Reserve. In spite of the cool day we mingled with new and old members and accompanying families. Les and Jo Westman (land cruising) as well as Ian and Audrey Madden sent their apologies and best wishes to members.



A somewhat tame kookaburra took the attention of many as it perched on the surrounding guard rail to be fed by those who felt sorry for it. We gladly welcomed Keith Wells with his usual contribution of Cadbury products. Many thanks also to Sophie Kim who shared her delicious chocolate cake. We need the recipe, Sophie.

Elsewhere are the details of the **Anniversary Dinner** planned for 13th August. Please pay by Friday 6th August as I have to have final numbers into the caterers that day. Use Paypal, a cheque or pay at the August meeting.

Details of entry for boats to Constitution Dock are elsewhere in the magazine. However, members are welcome to join the boaties on board for gluhwein and nibbles after 4pm and to proceed to the dinner from there. Contributions for food and drink are always appreciated.

Plans are in hand for a Life Raft exercise at the Friends Health and Fitness Pool in October. We do need to know of your interest and attendance as this will aid in our planning with pool and with our demonstrators. You are welcome to be an active part of the event and be in the pool.

A visit to Aurora Australis is also being negotiated so watch your emails!

I will also take bookings for the 2nd August dinner before the meeting.

Happy preparations for the warmer weather and back to sailing!

Margaret Jones
(Rear Commodore)

COMING EVENTS

2 August, General Meeting - Guest Speaker will be Jennifer Lavers speaking on Sea Birds and their conservation. Dinner available prior to the meeting.

13th August, Anniversary Dinner at Hobart Function and Convention Centre.
Cost \$50 per head. - smorgasbord meal as last year.

6th September Annual General Meeting followed by a general meeting and supper.

4th October, General Meeting - Guest Speaker "Whales". (Speaker to be announced)

1st November, General Meeting - Guest Speaker Janet Fenton "Win & Clyde Clayton and Port Davey"



If you have not paid your annual subscription

IT IS NOW OVERDUE!

Annual Subscriptions for 2011-12 are now due. Please pay \$60 subscription by one of the following options:

1. Credit card through our link to PayPal. Go to cyct.org.au/Members/subscriptions. **This is the preferred option as your database entry will be automatically updated and the Treasurer's work is minimised.**
2. Sending a cheque to:
CYCT Treasurer, PO Box 605, Sandy Bay, 7006
3. Making a direct debit to the CYCT's bank account

BSB: 067002 Account: 28035573
4. Paying by cheque or cash to the Treasurer at the next General Meeting.

Also, please review your membership database entry on-line at cyct.org.au/Members and make any changes that are needed. Alternatively, contact the Membership Officer who will make the changes for you.

New Members Dinner

Thirty-five new members were welcomed into the Club at a very convivial dinner held at the RAAF club in Davey St on Tuesday 23rd July. Twenty committee members and partners volunteered to prepare the food and the rooms, where white table cloths and bright floral centrepieces set the scene and suspended model planes soared over diner's heads. Members new and old mingled and chatted until late. A very successful evening with all credit to the organisers.



Backstage crew hard at work on the dishes

WELCOME NEW MEMBERS

Bill and Mandy Miles

PAVANNE

Martin and Judy Greasley

ARCHER

Daniel Sprod and Sophie Carnell

ISHKA

Richard and Catherine Catt

BIRRIGAN

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.

APPLICATION FOR MEMBERSHIP

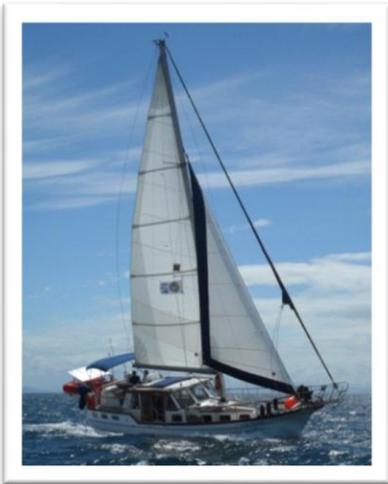
De and John Deegan

SILVER AIR

Kerry Williams and Kim Bamford

YARRAKAI

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 later than that date.

Martin & Judy Greasley

Judy and I have 3 adult children Vanessa, Robert and Samantha, who managed to grow up and get lives of their own. This left us with more time to fill, so we decided to try sailing by enrolling in a competent crewing course which consisted of 5 lessons. The magic of the first time you pull up the sails and turn off the motor is unforgettable and to seal the deal of falling in love with sailing, the dolphins decided to get in on the act. By the fourth lesson we were looking for our first boat and after looking at many different types we found a Beneteau 32SS in Pittwater NSW. My next lesson was to become a crew member on the delivery trip to bring her back to Melbourne. In the eight years we owned the Beneteau we sailed all around Port Phillip and into Western Port. Then we started being invited onto friend's boats to

cruise further afield with trips to Deal Island, Bundaberg, to Southport, Melbourne to Hobart and many more. After enjoying this type of cruising we decided we needed a bigger boat, so in 2009 we traded up to Archer a 44 foot Nauticat. We spent a year fixing her up and in 2010 we retired and prepared to join the circumnavigation of Tasmania in 2011. We hope to do more cruising with CYCT and enjoy this beautiful part of the world.

Sophie Carnell and Daniel Sprod

We have purchased a Mottle 33 'Ishka' from Sydney and sailed her down. Neither of us have much background in 'moored boats' - my experience is mostly with little boats and Sophie even less so. We have been in a couple of Tawe Nunnegah trips from Recherche to Hobart in my home built 18' sailing/rowing dory, so it was a bit of a jump to sail an unknown boat from Sydney in January.

Since then we have mainly been in the Channel (including a couple of gales), as those pesky maintenance things have taken up plenty of spare time. We are looking forward to daze of cruising, both here and (much) further north.



Richard and Catherine Catt

Catherine and I met just after I had just purchased my first 'real' yacht - a timber folkboat. Before that it had been a succession of dinghies and other people's boats that had seen me sailing since an early age. Catherine's exposure to sailing began with her father at the Prince Alfred Yacht Club in Pittwater. I was working at sea as a Shipwright and Catherine in the banking industry as an IT Systems engineer. The folkboat served us very well as we made many day and overnight coastal passages around Sydney. As my time at sea was drawing to a close we opted for early retirement and moved into a Cavalier 39, with our 2 year old daughter Amelia, and set sail for ports north. We travelled up the coast as a leisurely rate from Sydney to Dunk Island. A year or so later and we headed south and found ourselves in Hobart awaiting the arrival of our son, Lachlan. The plan was to stay for 12 months, get reorganised and then head off north again. That never happened and here we are in Hobart some 15 years later. The Cavalier spent some time as a sail training platform, a career that I'd had in a past life. On this boat we circumnavigated Tasmania with 2 small children on board with RYCT. This boat was then replaced by Hermione V. which I had found in disrepair on the hard at Margate. She was left by the former owner on the hard for too long and was no longer able to keep the water on the outside of the hull. This is the boat that the founding Commodore of the CYCT, Donald Sutherland once owned. After much work including some 40 or so metres of splining, replacing rubbing strakes, re rigging her sailing rig etc, etc we sold her to a fellow in Nubeena. She really was too small, what with a beam of six foot six you all had to follow each other down below, turn around at the same time and then reappear above decks - not the ideal family boat!!!! Our current boat is Birrigan (Aboriginal word for Star of the South or Southern Cross). As a Cray boat she worked as 'Star of the South' in South Australia, then the north coast of Tasmania. After this she underwent partial reconstruction to a pleasure boat which included a name change to Watercolour 2 and a new home in Kettering. We purchased her from Kettering about three years ago and are now working to complete the conversion. My latest scheme is to convert an old wood burning stove into a diesel fired one - anyone got any experience with such a project?? We try to spend as much time as we can (never enough- is it!!!) pottering about the river and channel areas. Current grand plan is to head around to Port Davey for a few weeks early in the New Year.



**2011
ANNIVERSARY DINNER**

**SATURDAY
13TH AUGUST**

CRUISING YACHT CLUB OF TASMANIA

ANNIVERSARY DINNER

SATURDAY 13TH AUGUST 2011

6PM FOR 6.30PM

HOBART FUNCTION & CONVENTION CENTRE

ELIZABETH PIER

\$50 PER PERSON

2 COURSE SMORGASBORD MEAL WITH COFFEE &
TEA

BOOKINGS AND PAYMENT USING PAYPAL VIA THE
CLUB WEBSITE www.cyct.org.au/Members/
(PREFERRED) OR TO THE TREASURER

DEADLINE 6TH AUGUST

Cruise of the Year Award

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

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

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

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

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

EATING PEOPLE

Denis Alexander

I was browsing through someone's bookshelf recently, and began to read, *faute de mieux*, a volume entitled Survival at Sea, something in which we should all take an interest, I thought. I spanned the centuries from Elizabethan days to contemporary horrors. Having only time to peruse the first few calamities, I was struck by the emphasis placed on cannibalism as a popular, indeed almost inevitable, solution to malnutrition. The unblushing confessions of the survivors led me to wonder if perhaps you and I might succumb in dire straits to a wee nibble.

Casting a mental eye around the succulent membership of the CYCT I could think of only a couple of cadavers that I would even consider as possible tucker and both of them on the Executive. But then, no-one has come up with a decent recipe, in fact the well documented accounts I was reading made no mention of cooking, being in the main, ghoulishly insistent on the essential nourishment to be derived from raw meat.

The nearest I have come to gourmet preparation of one's shipmate may be found in Thomas Hood's jolly poem which refers to the 'chopped challottes that he never forgot and sage and parsley too' adding 'so I ups with his heels and smothers his squeals in the scum of the boiling broth ...' an appetising picture. Of course, the more civilised of our fellows did doubtless have good recipes, the old Polynesian custom of tenderising their vanquished foes with clubs, must have given that cordon (black and) blue touch to what might otherwise have been a mundane repast. Even today a well known firm in London, exports great cast-iron three-legged cauldrons listed innocently as Missionary Pots.

There is a marvellous short story by Robert Louis Stevenson, the Tusitalia of Samoa, in which he depicts the most select London restaurant wherein the pampered customers are fed on superb creations, fattened and flavoured on the beef as it were, only to appear in due course as "The Speciality of the House", a rare privilege only to be enjoyed by those senior guests who themselves were high on the list for marinating.

Here in Tasmania we have the Pieman of Macquarie Harbour and quite recently the Best Seller account of an air crash in the Andes. My hastily read book gave eye-witness accounts of feasts on rafts, islands, hulks, even clinging to the rigging of half submerged wrecks, and describes the drawing of lots and sharing of the spoils.

Now I have partaken of horse flesh, whale meat, frogs and dogs for all I know of cats and rats and have an open mind about our conventions of diet, but I am no lover of your actual RAW meat; rare is find by me, but if anyone has a tried-and-true recipe for what I believe was once called 'long pig', perhaps you would send it to the Editor for inclusion in the next 'GALLY SLAVES' column.

Bon Appetit



Charon does the Hobart to Sydney

Charon's last report to Albatross had us heading north up the New South Wales Coast from Batemans Bay bound for Jervis Bay. The author is now about 30 miles north-west of Broome, *Charon* is in a marina in Brisbane and the first mate enjoying some family time in Hobart. The last twelve months – our first year as cruising liveboards has seen a dramatic change from working and part time cruising, to a lifestyle that has involved meeting dozens, possibly hundreds, of amazing people, unpredictable twists and turns, and opportunities that would have never come up in working, shore-based life.

The journey from there (Port Davey, March 2010) to here (Broome, July, 2011) has been unpredictable and adventurous (inverted, underwater in a helicopter is pretty exciting), extremely busy (*Charon's* television aerial remains unconnected and is likely to remain so for some time) and full of surprises. The roughest conditions have been in the Brisbane River as the Rivercat ferries rushed past our marina berth during the morning peak hour. The friendliest mammals were five humpback whales that lolled next to *Charon* and poked their noses alongside seeking our admiration for their antics, and some of the closest cruising friends we met along the Queensland Coast, have departed for some of the best cruising grounds in Australia - the D'Entreaucasteau channel. Members should keep a look out for Ron and Peta on *Finesse*, Mike and Sue on the *Celia Mary* and Peter and Kaye on *Gretel II*.

The people you meet along the way change your life – and maybe in some little way, you change theirs. If this were not so – I would not be in the last place on earth and doing the least likely thing that I would have ever expected a year ago. Cruising the Kimberleys in full time paid employment!

We went through Denison canal with a favorable wind and current on the first day of May, 2010 and arrived at Wineglass Bay just on dusk, leaving just before sunrise the following day. We had planned to take on extra crew for the trip to Launceston, but the opportunity didn't eventuate so Wendy and I stood watches and staged our passages to coincide with good weather and regular breaks ashore - a pattern that we have carried on till Brisbane.

We were ushered over the bar by St Helens Marine Rescue and met by another cruising couple Sue and Ron from *Roseanne* who took our lines and helped us alongside a fishing boat whose owner was ashore recovering from a broken leg. I had worked at St Helens and played in Rock and Roll bands there in the 70's, but the feel of the place from the water's edge is very different to driving in from the west. We enjoyed a trip to the local movie theatre where we were inspired by the Clint Eastwood Movie *Invictus* – Clint Eastwood's latest direction starring Morgan Freeman. "I am the captain of my soul – the master of my fate" - a theme that has started to emerge to express our new

lifestyle. We departed a week later, again piloted by the St Helens Marine Rescue team with a high level of confidence and in complete safety across the notorious St Helens bar. After a smooth motor sail up the east coast to Foster's Inlet we spent a rolly night beam on to the dying north easterly swell. The following day, we motored across the top finally punching the outgoing tide into the Tamar. Old memories were rekindled as we spent a quiet evening at Dark Hollow in West Arm where I had anchored so many nights during my twenty years of cruising the Tamar. The following afternoon we met up with family at the waterfront Rosevears Pub to see Jessica Watson sail under the harbour bridge on her historic arrival into Sydney Harbour on the TV in the bar. We would follow her tracks to Sydney and arrive about two months later – and meet at the Sydney Boat Show.



Wendy meets Jessica Watson

While in Launceston Seaport Marina we had the chance to resupply and fit our new diesel generator. We refueled, or perhaps bunkered, as we had a semi-trailer tanker truck deliver 400 liters to the dockside to top up our 1000 liter tanks. All ready for the longest part of the voyage – Launceston to Sydney – our new crew member Steve suggested that this would get us to the warmer weather quicker than our original destination of Eden.

Within two days of our planned crossing, I received an urgent call from Peter Johnston's liferaft service people advising that our raft had been recalled. Would I be needing it, and can I return it for urgent replacement? Their service was excellent and our departure not delayed at all - a replacement unit was couriered to us, complete with EPIRB, and our faulty unit returned by the same courier. We were reunited with our liferaft again in Pittwater several months later.

Launceston also allowed us to take on crew for Bass Strait – Darren – and old mate from my days as a paramedic in Launceston who was now working as a medic on the rigs, and Steve – a fellow live aboard who wandered by with his cuppa and offered to come along on the spur of the moment. Wendy and I were extremely grateful that we had such robust and flexible people to assist with watch keeping and Steve and Darren both seemed to enjoy the trip. I hadn't worked with Darren for over 15 years and didn't know Steve well until our crossing, but we have now become close friends following our three days at sea. Steve has bought and sold a yacht in the intervening year, and I have recently joined Darren in his paramedic business – which helps explain why I am in now working as a medic on a boat in Broome. The pre-requisite for this work involved Helicopter Underwater Escape Training in Jandakott, WA, which will be handy if the rescue chopper ditches in the ocean. Fellow Channel cruisers can now watch out for Darren and Kris aboard their boat Intrepid IV – they bought their first cruising yacht and were reportedly at anchor in North West Bay as of late June.

We departed for Sydney at 1530 on Monday the 31st May and travelled down the Tamar, farewelling the leading lights about 2030. Bass Strait and southern Victoria gave us gentle conditions and calm seas and it was only on approaching the NSW coast that the southerly sea and easterly swell got the better of us. By then, with three crew recovering from seasickness, we sought relief from the motion behind Snapper Island in Bateman's Bay. Bacon and eggs with coffee were on the go within half an hour. It is amazing the recuperative effects of calm water.

Darren and Steve caught the bus to Sydney after a great night ashore; *Charon* motored under the Princess Highway Bridge (after a false start when the bridge came down during our transit) and up to Nelligen where we spent two nights at anchor. The Clyde is an excellent place to hide from inclement weather and have a good rest. Our 15 meter mast clearance coincided with the 15 meter vertical clearance under the 44,000 volt high tension lines resulting in an anxious first pass with fairly slack water on the northern side of the catenary, standing on a rubber mat in the cockpit, even though the safety margin was considerable. While enjoying my morning coffee on deck, I discovered a fellow in a dinghy taking photographs – the same fellow that I had spied the previous evening watching us from behind the bushes in his front garden. After a few introductions, Peter identified himself as the Commodore of the Nelligen Yacht Club, an expatriate German, living in Nelligen, well-travelled and versed in international affairs, now retired accountant from numerous Greek Shipping Companies. Peter had a quirky German sense of humour (a seemingly contradictory concept) as evidenced by my discovery that the Nelligen Yacht Club has a membership of one and its motto is "Don't spoil it by joining". Peter operates an extensive yacht club web site, a current affairs blog and discussion



Charon at Nelligan

forum, and the local Nelligen tourist site. Our photo was already on his web site! Peter, true to his Teutonic personality traits, had an extensive accordion collection and that evening we enjoyed a great meal as I accompanied Peter's accordion renditions of popular Bavarian folk songs and German marches on the piano. "We don't sing that one anymore after the war Richard?"

After three days as the guest of the Commodore and his wife Padma, trips to nearby Morouya, dinners on board and at their beautiful house (including a screening of "The Man Who Sued God" in their well-equipped home movie theatre), we were sad to

leave such great friends. We had met only three days earlier!

We departed Batemans bay after our last trip under the powerlines. The bridge opened as we closely followed the Nelligen ferry, refilled at the marina and enjoyed a final cuppa on board with Jeff, the marina manager who was looking at buying a Seven Seas 37 like ours. After a gentle night alongside, we motored out – crossed the bar way and headed to sea. With little wind and a slight swell we enjoyed a decent motor sail. In no time Wendy spotted her first whale! Not sure of the make and model – but a sounding whale spouting a gush of splume from its orifice. Then a second, and soon a third. There would be many more whales to come.

Early afternoon saw us alongside the jetty at Ulladulla - a quaint little fishing village with a breakwater harbour. We did the tourist spots – Coles, the mall and had a Reshs at the Marlin Hotel on the corner. A visit to Marine Rescue allowed us to catch up with local gossip before we left the following morning. Ulladulla was our most expensive stop, the fishing Co-op wanted \$40 to tie up alongside! No facilities.

Another early morning start and we departed for Jervis Bay. No whales and a pretty good run – again under motor as the wind died – but fortunately, so did the swell. Arrival in Jervis Bay gave us a better slant with the 10 knot breeze and we sailed for the first time since leaving Tassie. Crossing Jervis bay under sail was great, making about 5 knots in the 8 to 10 knot reaching breeze. We

also saw the HMAS Melbourne crossing the entrance doing whatever exercises that the navy do here. As well, we were conscious of a chopper making its run from the ship to the nearby Navy base. Contact with Huskinson Marine Rescue found us a mooring close to the entrance to Currambene Creek. Sadly we didn't have the opportunity to go ashore as a gale was forecast for the morrow and Jervis Bay is a very open anchorage. Cruising friends Peter and Chris on *Honey Bee* told us of their bow dipping underwater while on a mooring there – so tomorrow it was a quick hop to Greenwell Point.

The bay was calm and the morning light fantastic. As we motored across the bay, we saw the HMAS Huon at the entrance but very little other shipping – in fact we have not seen much shipping since the night sail up the east coast after Bass Strait. We arrived at Greenwell Point in calm conditions – the gale was hours off! Coastal patrol found us a mooring opposite Shaws Creek where we settled in for a few days. We met some fisherfolk on the bank who described in detail their experience with God and we shuffled off to explore the village.

We soon met up with fellow cruisers Peter and Kaye from *Millifleurs* and ended up at the pub enjoying a beer. Dinner the following evening was planned aboard *Charon* as we exchanged cruising tips and stories and did our shopping.

The gale arrived the following morning and we bounced around in the wind and current – about three knots of current changing every tide and up to 30 knots of wind. On the outgoing tide wind and current aligned, but for the other six hours boats snatched and tugged on their moorings. We cancelled dinner - *Millifleurs* had dragged anchor and Peter and Kaye decided to remain on board. Wise! Wendy made two loaves of sourdough bread and I made pasta which we enjoyed together as *Charon* bounced around in the current.



By Friday the weather had settled and we did our home duties and took the dinghy up Shaws Creek to explore the countryside. A cruise to Greenwell Fish and Chip shop for a late lunch and up the bay to some great places with jetties and boats tied up. Pretty shallow stuff – but a very pleasant sunny afternoon. We were amazed that every jetty post had a pelican on top – like garden gnomes in the burbs. But these were the real feathers and beaks variety. Great birds!

Millifleurs departed for the Clarence River and to head to warmer weather. We were not far behind.

Like real sailors, we departed Greenwell Point about 0900 under motor setting full sail in a 20 to 25 knot south-westerly breeze. We quickly turned the engine off just outside the barway and Charon sailed superbly all the way to Wollongong. Wendy took the helm and hand steered most of the way while I warmed pasta and ate sugared peanuts. The wind built and ebbed from between 26 knots and at times almost nothing – but we resisted the temptation to start the donk. Kiama passed us by, and then all the little sprawling settlements up the coast to Port Kembla. A couple of ships and a navy vessel passed us and we eventually reached the Woolongong way point. We topped a ‘through the water’ speed of 8.9 knots and constantly sat on over 8 knots ‘over the ground.’ What a great sailing day.

At 1430, we handed sail and motored into Woolongong harbour after negotiations with Antonia from the fish Co-op. On coming alongside, we were met by Paul Martin from the *Amber Rose* – the first born-deaf person to circumnavigate Australia. Paul also had a tendency to sleepwalk and recounted passing a kidney stone during the trip! We tied up in Belmore Basin for \$10 and walked the streets of the ‘Gong! Despite the city being such a modern and enjoyable place, Sydney beckoned - we were very keen to sail under the coat hanger.

The passage to Port Hacking was a good run with very little of the East Coast current, that was to stifle our passage north in future months. Made famous by Nemo’s passage to safety, the East Coast Current is the bane of sailors heading north, as any southerly heaps up a steep chop and any northerly... well who would head to windward in a ketch against a strong current! Our preferred weather was a gentle southerly, or a decent westerly, like our passage to Woolongong, but what westerly there was came as gales for much of our trip north. So it was motoring with a gentle southerly all the way.

We picked up our mooring at Burrineer Bay Marina (\$150 for the week with full marina facilities) and settled in. The weather was excellent and my goal of avoiding the Tasmanian winter chill had been achieved. Once arrangements were made with Dustin, the marina manager, we enjoyed a long walk into the nearby rainforest.

The big city beckoned and we caught the train to Sydney after Dustin gave us a lift to the station. This was our first night ashore in seven weeks. We ate out, saw “Wicked” at the theatre and updated Charon’s cruising library with a visit to Boat Books. I picked up a nautical almanac so I would soon be able to do noon sights - all I needed now was a midday horizon.

While at Burrineer Bay we took a dinghy trip to nearby Gunnamata Bay and Cronulla, then across the bay to Bundeena – a delightful village bordering the Royal National Park. The dinghy trip took on the magnitude of a Jacque de Crow adventure and in reflection may have been a little ambitious.

We left Port Hacking after a night alongside the marina and within an hour Wendy shouted “thar she blows” after sighting three whales heading north. We saw them surface several times and one sounded about half a mile away.

After a decent run up the coast we sighted the James Craig under full sail on our northern horizon, disappearing into the distance. We heard on radio that she was heading to Port Stephens for three days with 67 passengers on board and saw her re-entering Darling Harbour three days later.

The HMAS Sydney escorted by the HMAS Tobruk came out to greet us as we



rounded South Head. Vessel traffic was not too bad until we went under the Harbour Bridge and entered Darling Harbour where we were surrounded by ferries, tugs, and a large tanker being escorted from up river. Busy! Arriving in Sydney Harbour is a cruising sailor's milestone. A far cry from the remoteness of Port Davey there were some similarities, the mark of European civilization, a network

Location, location, location ! Anchored at Blackwattle Bay

of protected cruising anchorages, national parks (notably the remote areas in middle harbour out of site of civilisation) and an iconic destination.

Blackwattle Bay gave us some big city serenity. We anchored next to two other cruising yachts and set about enjoying the town. Being close to the Pyrmont Fish markets, we enjoyed fresh prawns, grilled snapper and seafood chowder as we entertained family and friends living in Sydney. Within walking distance, we visited to the National Maritime Museum, Darling Harbour, the Opera House and Harbour Bridge abutments – having a beer on the way home at the Dunkirk Hotel. It was very easy to tie up the dinghy at the fishmarket wharf and scuttle off to town.

The Anzac Bridge buzzed with commuters and commercial vehicles coming and going to work and people jogged, did yoga, rode bikes, walked babies in prams, skateboarded, did tai chi and other various bizarre waterfront rituals that Sydneysiders seem to do.

Exploring the Hawksbury was quite busy with high speed Rivercats zooming past so quickly – particularly surprising from astern. They take less than 30 seconds to come up on you around bends. There is some great real estate up that way – Lane Cove River and the lower Hawksbury. We were the only boat at anchor in Kendall Bay near the old gas works, as we were almost every night – no more than two other boats in any anchorage in Sydney Harbour.

Eventually we departed Blackwattle Bay for Middle Harbour, excited at timing the bridge opening perfectly (or was it touch and go?) Avoiding the shipping channels and looking out for Manly ferries, we entered Middle Harbour in company with a barge and two local yachts. Very soon we were at anchor in Bantry Bay – the former site of the NSW explosives store. This would be home for another two nights before leaving Port Jackson for Pittwater.

There were delightful walks ashore and dinghy trips up mangrove lines creeks yet so close to Sydney. We met up and had drinks with Ron and Peta, aboard *Finesse of Fremantle* a delightful Nauticat 44 – the image of which I recalled from the glossy back covers of boat magazines. She was truly a ship with a 120HP Ford main engine, generator and all the bells and whistles. Ron and Peta shared some horror stories of their trip across the Great Australian Bight. The following morning about 8.00 Wendy and I awoke to a hail from the bowsprit of *Finesse* as Peta handed us a spare chart of the Whitsundays on the end of their boat hook. We became good cruising friends and enjoyed evenings aboard each

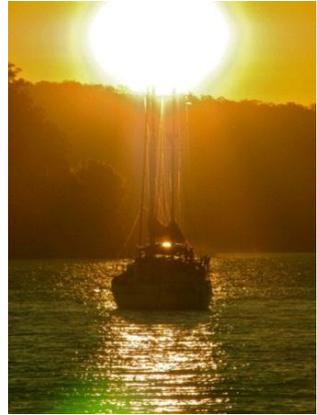


**The Big Smoke by night.
Anzac Bridge from the dinghy landing at the Sydney Fishmarket.**

other's yachts in the Clarence River, Moreton Bay and finally Mooloolaba.

We departed Middle Harbour at the 1015 bridge opening and motored into choppy and rainy conditions towards Pittwater.

In the forthcoming months we explored the north coast of NSW and eventually make a night passage into the Gold Coast Seaway. We were loaned cars from complete strangers, taken to mountain tops by local guides, signed visitors books, invited in for meals, and on North Stradbroke Island, complete strangers welcomed us to a wedding breakfast while we danced the night away to their band and shared wedding cake with the bride and groom. The bride's mother thanked us for coming to her daughters wedding from so far away!



Cruising is mostly about the people you meet along the way

Richard Philips

Going About

A miscellany of items of interest to members

CYCT LIBRARY

The club has recently received a donation of books from Erika Shankley to add to the club library. Books and DVDs are available to members for perusal and borrowing at all general meetings. Just look for the cupboard on casters. If members wish to donate any unwanted nautical books, DVDs etc that they think may be of interest to club members please contact Chris Creese.

From Pendulum:

"Pendulum with Penny and Pat on board is currently at Neiafu, capital of the Vava'u group of Islands in northern Tonga.

Pendulum departed Hobart on Friday (was that an error in judgement?) 15th of April headed for Opuia, New Zealand then north to the Pacific Islands. At mid crossing of the Tasman Sea, the first low pressure cell arrived with winds above 40 knots for four days. Worse was to come later when near Cape Reinga and caused by another much more severe low. Fortunately Pendulum was able to "shelter" for three days behind the ocean swell breaking on the beach at

Twilight Beach about six miles down the west coast of NZ from Reinga. In all, it took 18 days between Hobart and Opuia.

While Pendulum was at Twilight Beach, the Tasmanian yacht Star found herself about 150 miles west of Reinga and caught in the storm. She was first rolled, then later "dumped" on her port side and coachhouse windows were broken allowing a large amount of water inside.

Pendulum had a good sail from Opuia to the capital of Tonga, Nuku'alofa. The wind was mostly ESE, and a course was set via the Kermadecs, well east of the rhumb line, to ensure she was not headed as the wind would likely shift into the east and north east. that did not, fortunately, happen. Eight days for the 1050 mile crossing."

More recently, Pendulum arrived in Suva, Fiji.

Paul and Rosemary Kerrison have reached the Great Sandy Strait. A full report of their travels will appear in September's Albatross.

NEW CEO at MAST

Marine and Safety Tasmania (MAST) Chief Executive Officer, Colin Finch, who has lead MAST since it was established in 1997, retired this month. Lia Morris who previously held the position of Planning and Development Manager at MAST has been appointed as Colin's replacement. Lia is a keen recreational boater.

Sailmaker Ian Ross has taken over administration of moorings from Jim Caulfield.

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Introduction to Marine Sanitary Disposal Systems

(part one of a two-year Post-Graduate Course)

Para I: Definition of Terms

“Head: Technically, the toilet on a boat, although heads are in fact structurally much closer to the radioactive waste disposal systems which they resemble. A head’s operation is rather complicated, but once mastered, it should present no particular difficulty to the boat owner or visitor. Approved methods of working the marine head are contained in the excellent, though somewhat superficial, seven-volume work, *Principles and Operation of the Marine Head*, published by the Department of Defence in cooperation with the Department of Justice and the surgeon general. Also, most manufacture of shipboard sanitary units provide extensive audiovisual materials on a loan basis to unit purchasers of their products, and many educational institutions in areas with large boating populations offer a basic 80-hour ‘hands-on’ course in Sanitary Navigation (previous credits in Fluid Dynamics and the Fundamentals of Crowd Control may be a prerequisite).

Proper operation of the head is essential. Simply put, the head macerates and chlorinates a certain very restricted class of waste materials prior to discharge, transforming them into a chemical compound that annoys, but does not kill, marine life. *Foreign matter must not be introduced into the head under any circumstances.* Although it operates on the principle of the chain saw, as the noise which accompanies its use suggests, it is highly susceptible to clogging. Heads that become clogged can result not just in considerable inconvenience, but in great expense as well, requiring the intervention of trained personnel with decontamination gear and remote-handling equipment, and in extreme, but by no means uncommon cases, may lead to the abandoning of the boat. (Incidentally, in that regard, most insurance policies specifically exclude clogged heads in their coverage of the boat, or have a high deductible – typically \$100,000 – for that category of risk.)

The key to the operation of the head is the addition, at the appropriate moment, of a special tablet, a macaroon-sized cake composed of a blend of potassium cyanide, phosgene, lye, prussic acid, formaldehyde, diatomaceous earth, ground glass, metal filings, and high explosive. Though not specifically prohibited by the Geneva Convention, these tablets are regulated to some degree by the United Nations; in international waters, it is advisable to consult the various protocols that govern their transport and use”

Thanks to Jenny Makepeace

CAPTAIN JAMES KELLY

Denis Alexander

The replica whale-boat “ELIZABETH”, as I write is about half-way around Tasmania and it is of interest to speculate whether Kelly himself rowed and sailed only half-way also. He was Master of the “HENRIETTA PACKET” owned by Thomas Birch who claimed, in a letter dated 11.4.1816, (only months after the voyage) that discovered both western harbours.

Since his letter was the basis of his claim to the valuable Huon Pine and Cedar timber concessions, it seems probable that he was exercising the usual owner’s prerogative and describing his employees’ discoveries as his own. It does seem likely, however, that the “ELIZABETH” was carried by the “HENRIETTA” to Port Davey and that the whale-boat voyage began there. Kelly’s discovery of Macquarie Harbour and the Gordon River has not been disputed. Three official accounts are on record, and differ in dates and detail, but Kelly’s Journal was not written until almost thirty years later and may well have been embellished by much re-telling in the intervening years.

But the voyage was made by brave men in an open boat, through unchartered, stormy seas. Today we make the shorter trip to port Davey with engine, radio, charts and adequate food and consider it an adventure. These whalers were much tougher!

There is another shadowy character on record, Denis McCarthy of New Norfolk, may have been the first to enter Port Davey, in his Sloop “GEORDY” and inadvertently aroused Kelly’s interest in this rugged western coast. Flinders and Bass in HMS “Norfolk” eighteen months earlier had kept well out from the rocks and shoals of this dangerous lee-shore, but it is possible that the sealers in the quest for skins had probed its perils.

One happy fact remains undisputed. James Gordon of Pittwater, lent the original “ELIZABETH” to either Kelly or Birch and in gratitude, they named the mighty Gordon River for him and from that has come Strathgordon and Lake Gordon.

Mooring for Rent

South of Rushton’s Jetty, Kettering with dinghy davits on wharf. \$38 per week.

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(BE QUICK ONLY 3 LEFT)

Cruising Yacht Club of Tasmania

General Meeting held at the Derwent Sailing Squadron on Tuesday 5 July 2011

MINUTES

Opening

Commodore Chris Palmer opened the meeting at 8:05pm by welcoming everyone present.

Present

40 members registered their attendance.
6 apologies were registered – see attached list.

Visitors and Guests

Martin and Judy Greasley, Teresa Koczyk, Richard Catt.

Minutes

The minutes of the previous meeting held on 7 June 2011 were approved by affirmation. There was no business arising from those minutes.

New members

Commodore Chris Palmer welcomed the following new members into the Club and presented them with the Club's burgee: Val Nicholls and Peter Davies, Ron and Peta Metcalf, Otmar and Elizabeth Helm, Tracy Taylor and Barry Strange.

Vice-Commodore

Vice-Commodore Lew Garnham reported that cruises to the Huon, Snake Island and the Pear Tree had been well attended. Plans are being made for a combined clubs mid-winter Christmas party at Kermandie and a similar combined clubs event to inaugurate the new rooms at the Cygnet Club. Combined Clubs opening day will be on 8 October 2011.

Lew encouraged members to advertise their activities on the Club's website so that other members may join in.

Rear Commodore

Rear Commodore Margaret Jones thanked Brent Burgess, chef at the Derwent Sailing Squadron, for his special support to the Club on meeting nights.

Margaret asked members to consider supporting the 'Save the Albatross fund'.

The mid-winter BBQ will be at Hut 9 at the Waterworks Reserve starting at 11:30am, BYO everything, family and friends all welcome.

On 2 August, Jennifer Lavers has agreed to be guest speaker and she will talk about 'Seabirds' which is her special field of expertise. Janet Fenton who is the daughter of the Kings of Melaleuca fame has agreed to be a future guest speaker.

Margaret reminded members of the Annual Dinner and asked them to book early with their payment. The details are in 'Albatross' and on the Club's website. The cost is \$50 per person.

Margaret advised that plans are in progress for a Club visit to the 'Aurora Australia' and a life raft drill at the Friend's School.

Treasurer

Treasurer Paul Dutton was an apology for the meeting. Commodore Chris Palmer gave a brief overview of the Club's financial situation.

Forums

Alan Gifford advised that a meeting of participants in the last round of 'Women on Boats' forums will be held at the Derwent Sailing Squadron this Wednesday evening with a view to planning the next round.

Other business

Rear Commodore Margaret Jones advised that staff at the Marine Studies Centre at Woodbridge will welcome visitors and give them a guided tour. The Centre is keen to make its work more widely known.

Commodore

Commodore Chris Palmer reminded members that their annual fees were now due and encouraged them to use the Paypal facility on the Club's Website.

Chris reminded members of the AGM on 5 September 2011. The details are in 'Albatross'.

Access to Constitution Dock for member's boats for the evening of the Annual Dinner is still in negotiation with TasPorts and advice will be posted on the website.

Barbara Weetman asked what time the dock would be open? Chris advised that usually it is 3:00pm but that will be confirmed.

Next meeting

The next meeting will be on 2 August 2011.

There being no further business, Commodore Chris Palmer thanked everyone attending and closed the meeting at 8:30pm.

Cruising Yacht Club of Tasmania Inc.**2011 Annual General Meeting****NOTICE**

The 36th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc. will be held on Tuesday 6th September 2011 at the Derwent Sailing Squadron on Marieville Esplanade, Sandy Bay, Tasmania commencing at 8:00 pm.

AGENDA

1. Opening
2. Apologies
3. Confirmation of the Minutes of the 35th Annual General Meeting held on 7 September 2010.
4. Announcement: Cruise of the Year and Cruising Plaque awards.
5. Treasurer's Report (including the Auditor's Report)
6. Commodore's Report
7. Resolution to amend the Constitution as notified in the Club's magazine 'Albatross'.
8. Appointment of Honorary Auditor.
9. Election of Office Bearers for 2011-12.
10. General business

Close



Constitution – Notice of Motion

The Committee, having voted on the matter, proposes that the following Sub-sections of the Club's Constitution be changed and a new Sub-section added.

Original

'9.a. Applicants for membership must lodge a nomination form supplied to him or her by the Secretary, duly filled in and signed in the manner indicated on it.'

'9.b. The applicant in each of the above categories will lodge with the application form the fee relevant to his category and fixed by the Committee.'

The purpose of the proposed change, which follows, is to allow the Club to accept and process applications submitted to it and supported electronically.

9.a. Applicants for membership must lodge an application either in a form supplied to him or her by the Secretary duly filled in and signed in the manner indicated on it or by submitting a completed electronic form on the Club's website.

9.b. Applicants must be supported by two Club members, indicated either by signing the paper form or by electronic mail to the Membership Officer.

9.c. The applicant in each of the above mentioned categories shall lodge with the application form the fee relevant to his or her category and fixed by the Committee or pay the fee electronically.

The remaining subsections be renumbered from 9.d. accordingly.

Robert Grey

Secretary



The Cruising Yacht Club of Tasmania Inc

Nominations for Office Bearers – 2011 -12

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8.00pm on Tuesday 6th September 2011

At that time all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We

(nominator).....(signature).....

....

And

(second).....(signature).....

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2011 – 12 financial year.

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

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
by Wednesday 24th August 2011

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 8:07 pm 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 a 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 adjudged 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 '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 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 financial members 18 years and over present at the Annual General Meeting.

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

The appointment of Honorary Auditor was held over to be confirmed at the next meeting of the Committee.

General Business

Kieth 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 had brought plates for supper. There being no further business, he closed the meeting at 8:22pm.

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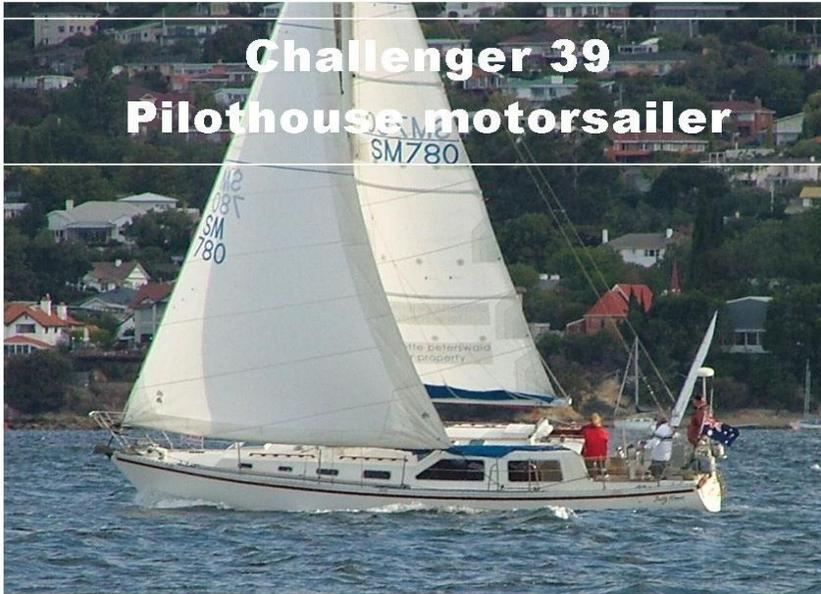
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