

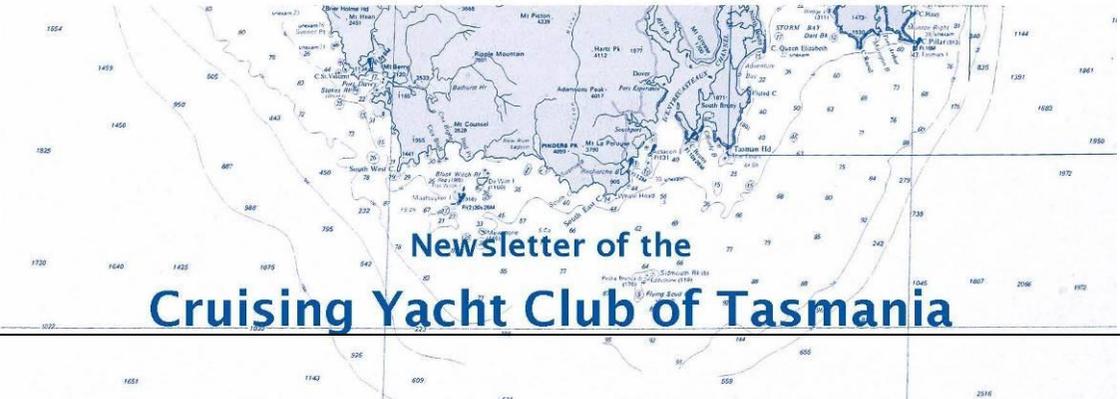
# Albatross

Volume 37 No 8 September 2011



Wendy Phillips on Charon communing with humpback whales.

Story on page 18



Newsletter of the  
**Cruising Yacht Club of Tasmania**

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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### Cruising Responsibilities

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

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

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## CYCT Calendar

**September** Tues 6<sup>th</sup>

**Annual General Meeting at DSS at 8.00pm**

Wed 14<sup>th</sup>

Committee meeting at Mariners Cottage – 7.30pm

Sat 17<sup>th</sup> to Sun 18<sup>th</sup>

Proposed cruise to either Dover or Alonnah

**October**

Tues 4<sup>th</sup>

General meeting at DSS @ 8.00pm

Guest Speaker (TBA) on “Whales”

Wed 12<sup>th</sup>

Committee meeting at Mariners Cottage – 7.30pm

Sat 8<sup>th</sup> Combined Clubs Opening Day

Sun 9<sup>th</sup> Possible BBQ at South Arm

**November**

Tues 1<sup>st</sup>

General Meeting at DSS @ 8.00pm

Guest Speaker: Janet Fenton “Win & Clyde Clayton and Port Davey”

**December**

Mawson Centenary Flotilla

Fri 2<sup>nd</sup> Commemorating the departure of the first Australasian Antarctic Expedition. Vessels invited to accompany ships leaving for Antarctica.

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

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

## Editorial



Tasmania has a refugee problem right now – and I don't mean those heading for Pontville. While half of Asia and the Middle East (if you believe the press) is sailing towards Australia, every second, vitamin D-deprived Tasmanian seems to be evacuating the state for Bali., Cambodia, Thailand or at the very least they are taking a quick break on the Gold Coast. Those of us who have hardened up and survived the winter might try and act self-

righteous but reading the Commodore's report on cruising the canals of France and the Vice's on his tour of Britain, I can think of places I'd rather spend a week or two of the winter. Then there are enticing articles from Charon and Irish Mist up there in the Tropics. Life can be cruel!

The Club cruise calendar is sparse this month but as spring makes itself felt and thoughts turn to getting out on the water, ideas for cruise destinations would be welcome.

The Women on Boats programme has been quietly continuing, with informal theory sessions in Mariners Cottage. A core group of half a dozen have been getting to grips with charts and are starting on the basics of navigation. These are low key tutorial with opportunities to ask questions and discuss points at a basic level. No such thing as a dumb question! Anyone wanting to join is welcome and as the weather looks more attractive we will be out on the water again.

Good luck with all that Spring maintenance.

Kim Brewer



## Commodore's Comments

I'm sure that all of us who were at the August General Meeting left feeling a little depressed at the serious state of our oceans and the damage that man-made items are doing to the wildlife that relies on the seas to provide its living. The speaker, Jennifer Lavers, pulled no punches in demonstrating

just how bad things were getting, and her enthusiasm for spreading the word so that we might start changing our ways was very infectious. It's certainly made me realise just how much plastic there is in the world, and question how much of it is really necessary.

### **Canals in The Netherlands**

At the time of writing this, Margie and I are enjoying time on a river boat on the Dutch canals with Club members Peter Aston and Alison Turnure. It is certainly a different kind of boating from the sort we are used to in Tasmania, but just as enjoyable. No waves is a good start, although some of the large rivers are heavily trafficked with monstrous barges – up to six being pushed by one tug – and other vessels capable of carrying many hundreds of tonnes of cargo, be that fuel, gravel, containers, cars or whatever. Occasionally rather scary. But then when you find a mooring alongside a river bank, with no-one else in sight, or a marina in the middle of an old town, it more than makes up for whatever frights one may have endured earlier, and all the bridges and locks that can raise the stress levels somewhat.

If you haven't tried a river/canal holiday yet, I can thoroughly recommend it- as can many other Club members, I think.

### **On a less happy note...**

The enquiry into the tragic death of a crewman in a race off Bruny Island last year has concluded and two important points emerged. One, that the deceased was not wearing a harness or a PFD and two, that he had a high blood alcohol reading.

One can only imagine the grief that the family and friends have had to endure since the accident, and at the risk of stating the obvious, there is a lesson here for all of us. A responsible approach to the enjoyment of alcohol and the use of safety equipment on a boat is not just a good idea – it is imperative.

### **Off again..**

Our skipper has instructed us to castoff and head for our next mooring for the night. I will miss the AGM in September, but look forward to catching up with Club members at the October GM.

Cheers for now

Chris Palmer

commodore@cyct.org.au

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## Vice Commodore's Report



We nearly did not get away for our extensive UK tour as the early morning connecting flight was totally cancelled and the opposition fully booked. Fortunately they had some 'no shows' and the three of us were away on time to Melbourne. On returning we found that they had also cancelled our booking on the return flight.

We travelled over two days early to visit the Portsmouth Naval Museum and of course the *Victory*, *Warrior* and the relics from the *Mary Rose* and ferry views of the many retired naval vessels. From the

'Spinnaker Tower' we saw a Nauticat 33 out sailing! Joining a bus tour, we had some 'maritime' times starting by being pirated by a keen ferry operator who tried to unofficially sail away with us on board from near the Plymouth 'Mayflower Steps'. After boarding the correct chartered ferry we chattered about press gangs and pirates that operated in the area. Later a ferry ship took us to and from Ireland. We were able to see some Viking relics in the Dublin Museum.

The ferry trips on Lake Windemere and Loch Lomond were very picturesque, but at the latter a 'Low-mon-ster' consumed all my 18 GB of camera photos. I was speechless and mind too was blank. Fortunately that card was put away for a Hypertronics recovery! The huge tidal waters about the Isle of Skye and multiple outlying islands would make excellent sailing in good weather; very challenging in the common mists fog and rain. The Royal Yacht *Britannia*, berthed in Edinburgh was an interesting visit. A Thames ferry took us past the replica of Drake's *Golden Hind* and to Greenwich's maritime museum. The restoration of the fire damaged *Cutty Sark* is progressing well. The main part of our trip was very interesting too, visiting Stonehenge, cathedrals, castles quaint towns/cities and spectacular countryside.

On the home Tassie scene, I understand Constitution Dock kept up the tradition of having many CYCT boats there for good cheer preceding an excellent Annual Dinner. Congratulations to Andrew and Judy Boon on winning the Donald Southerland plaque and trophy. The spirit of "Women on Boats" is well alive.

I have not heard of any August cruises to comment on, however I understand the Bridgewater Bridge recently trapped Paul Dutton's boat for three days on a W/E trip after failing with no wind at all! Ted at the caravan park was very

obliging and cared for Paul's boat in his absence. They were fortunate to have a car meeting them there.

**Coming Events.**

Cruise to Dover or Alonnah for lunch and Quarries O/N

This is tentatively due in late September.

**Opening Day** is scheduled for Saturday October 8<sup>th</sup> with a mass Sail Past starting around 2pm. The Governor will take the salute from the MYCT flagship 'Egeria'. Dig out your bunting and fly your flags!

More details later including a CYCT sail & picnic ('Boatnic') on Sunday

**Mawson Flotilla** on the Derwent, 2<sup>nd</sup> December.

It will be 100 years to the day since Douglas Mawson sailed from Hobart on his Antarctic expedition. A part of this celebration is the departure of three Antarctic cruise ships for Commonwealth Bay and Mawson's Huts at Cape Dennison. Boats will accompany them as far as the Iron Pot light.

PLEASE ATTEND THE AGM NIGHT EARLY, ABOUT 745 PM to hear the organizer, Paul Cullen talk briefly about this very important Hobart event.

The AGM and GM will follow at 8 pm. Please bring a plate of 'eats' to share for our concluding social supper.

Please let me know of your wishes for the new Cruising Calendar.

It is time to scrape, anti-foul and prepare for an uninterrupted sailing season.

Lew (Lewis Garnham, Vice Cmdr)

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**Rear Commodore's Report**  
**Annual Anniversary Dinner**

Well at last spring is here and we can all proceed to plan some sailing/boating activities!

Fifty-five members attended the Annual Anniversary Dinner and were delighted with the decorations and place mats for which Susan Dickson was responsible. Our thanks to Andrew Boon who set up a Powerpoint

presentation of boating trips around Tasmania and also to Alan Gifford as MC. Our guest speaker for the evening, Des LeFevre, shared some of his experiences of his family's survival in the north-east of Tassie when money was scarce during the Depression and food was locally sourced.

Earlier in the day, seven Club boats had entered Constitution Dock at 3pm for an overnight stay. TasPort officials handled this well, supplying keys for the amenity block. Members enjoyed pre-dinner drinks courtesy of Honeywind, Innesmore and Merlyn.

On Sunday morning many breakfasted at local venues before the Dock at 11.30am; some to moorings and others leisurely sailing to Kettering. Thanks to those Channel folk for joining us in Hobart.

### **AGM**

Our annual General Meeting is on Tuesday 6<sup>th</sup> September at 8pm. This will be followed by supper and socialising. Please bring a small contribution for supper.

Paul Cullen, Event Manager for Australia Antarctic Centennial Year will give a brief talk about events planned to commemorate Mawson's departure on December 2nd 1911.

Dinner will be available as usual before the AGM, with bookings by Sunday 4<sup>th</sup> September to me by email or by phone 6272 5660

**LIFE RAFT EXERCISE** at Friend's Health and Fitness Pool on Wednesday 12 October at from 7pm to 8pm. Cost \$120 includes life saver and 10 people in the pool.

## **WELCOME NEW MEMBERS**

**De and John Deegan**

**SILVER AIR**

**Kerry Williams and Kim Bamford**

**YARRAKAI**

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.

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**De and John Deegan**

After an absence of several years, we have decided to rejoin you the CYCT. We were members of the Coastal Cruising Club in NSW for many years and gain valuable knowledge from the club while we were learning how to put our first cruise into action. Cruising clubs like the CYCT are a wonderful way to share and learn; from our CCCA years we gained valuable experience; and have lifelong friends from those years. We hope that we can enjoy the same experience from the CYCT. We had a very strong urge to get out there and have a go so here is a brief note on our 20 years of living onboard and cruising.

Back in the early 80's we moved onboard in Sydney while working, and trying to fit out the boat at the same time. Looking back, it is amazing to us that we able to do it all out on a tiny budget and limited skills. In 1983 we set out for the big cruise north to the Whitsunday's. By memory we had 30 gallons of water, 17 gallons of fuel and all sorts of food and kit all jammed into a narrow 30 ft yacht. We thought then that we knew what we were doing; looking back it was amazing that we made it to QLD. We did have lots of fun along the way and there is a lot to be said for cruising on a budget and a very modest boat.

As funds were short we worked around the Whitsunday's getting enough money together to do a trip to PNG and later to the NW of Australia. We found we really liked the life style and wanted to sail further afield. In 1988 we took the leap and purchased an aft cockpit Adams 40 and within a few months we were off around the world. It did take some getting used to sailing and managing a 40 ft boat but we were determined to head off. On the 8/ 8 /1988 we left Darwin and headed out into the Indian Ocean heading either to the Med or Africa...not sure now how we decided but Africa won out. In the Indian Ocean we visited Christmas Is, Cocos Keeling, Rodrigues and Mauritius; arriving in South Africa. Our Circumnavigation lasted 5 1/2 years with stops in Brazil, the Caribbean, the East Coast of the USA; returning via Cuba, Panama and then across the Pacific. Our trip around the world was a highlight of our cruising years and with all the ups and downs that the sailing life sends your way. ..it was just great fun.

We did try a year at home house renovating but we still had itchy feet so it was decided that we had one more cruise in us. On this trip we returned to PNG then up north to Micronesia and eventually to Guam for an extended work stay. From Guam we sailed through northern Indonesia, south to Bali then out into the Indian Ocean and another stay at a favourite stop, Christmas I. After an extended and adventure-filled cruise through a very remote part of

Indonesia we arrived in Thailand. Without really trying, to we spent several years cruising Thailand and Malaysia but after 5 years away on this trip it was time to come home. Getting home from Asia is a bit of a puzzle with the seasons and winds but we found that by sailing back down the Malacca straits to Bali; then waiting for the Cyclone season on the NW of Australia to finish all went well and we had a good sail home clearing in at Dampier WA.

Sailing down the WA coast is not that easy but with time on your side you really do not have to slog it out too much. After a great visit of several months we left Perth and across the Bight to Tasmania were we put our anchor down in Kettering which has now been our home living happily ashore for the last 9 years .

After all our years sailing around the place we now know Tasmania has the best cruising grounds in the world. We look forward to meeting up with all the CYCT members out and about.



### **Kerry Williams and Kim Bamford**

Kerry and I live on *Yarrakai*, a 36i Jeanneau (new as of August 2010), at Kings Pier Marina in Hobart. We are truly rapt with our lifestyle living aboard such a beautiful boat, right in the heart of such a beautiful city. Winter was a challenge, in part because we have a little Jack Russel Terrier, Tiger, who needs to be walked four times a day, and working full time our lifestyle is certainly indoor/outdoor. However, we survived!

Spring is already here in my mind as the sun is shining, flowers thrusting up out of damp soil and the channel waters sparkling. In recent weeks Kerry, Tiger and I have sailed *Yarrakai* to Mary Anne's for lunch a few time and had a great weekend sailing to Lime Bay. We had the bay to ourselves under a full moon on the Saturday night and drank wine in glorious silence, not a breath of wind to disturb a sleeping yacht.

Now, Kerry and I are more confident of our sailing skills and hanker to sail and sail some more. We have big plans! On the 3rd of September we plan to celebrate my 50th birthday by sailing down to and around Bruny Island. My son will join us (all the way from Bristish Columbia, Canada), and Tiger is looking forward to exploring Partidge Island and new coves and beaches.

We have a great lifestyle and couldn't be happier with our choice of boat and home. Kerry is a terrific planner...



Snied by Lew and Liz Garnham in St Ives. Cornwall

## **APPLICATION FOR MEMBERSHIP**

**Mike and Larissa Deck**

***ERIK***

**Bob and Goss and Elayne Burke**

***INDIAN SUMMER***

**Kate and David Watson**

***SERENADE***

**Yvonne Trevaskis**

***SCARLETT***

This 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.

## The CYCT Dinner Constitution Dock 2011

We woke up on Saturday morning looking forward to travelling down to Constitution Dock for the CYCT dinner. The day started with making the boat spick and span and hoisting the Albatross burgee. It was planned to meet the other boats in Sullivans Cove so we could all go through together when the bridge opened at 3:00pm. Our departure time from RYCT was 12:30 pm so that we would have time to nip over to Bellerive



Finally - life in Con Dock! CYCT boats get into party mode with gluwain and nibbles

where we had lunch. After that we motored up to Lindisfarne just to fill in time. After checking to make sure that the two other Nauticats (Minerva and Puffin) were ok we made our way back under Tasman Bridge and on to Sullivans Cove. We joined the other boats milling around waiting to be called into Constitution Dock. These included Birrigan, Finesse Freemantle, Honeywind, Innishmore, Lagaguli, Sprayfoam, Merlyn and

Windrush. Mayhem inside Constitution Dock was non-existent.

While Birrigan, Honeywind and Innishmore tied up at the wharf the others stood by to raft up. It was not long before all boats were safely docked and drinks/nibbles on board started. Around 6.00pm members made their way to the Hobart Function & Conference Centre. The night just flew by with good company and a



delicious buffet. The evening's entertainment was a nostalgic look at growing up on the land in hard times. Taking advantage of what the land and seas could provide. It sounded like hard times but filled with fun and adventure which seem to be missing in this day and age. The evening was topped off with catching up with old friends and meeting new ones.

After dinner we returned to our boats at Constitution Dock. The back drop of Hobart provided the perfect framing to show off our vessels.

The next morning some had breakfast at nearby establishments and others ate on board. This was followed by an impromptu inspection of the boats with proud owners showing off their pride and joy.

The only thing left to finish the event was for all the boat to depart and return to their own ports. Constitution Dock bridge was opened at 11:30 am on the Sunday and the fleet made an orderly exit, watched by the crowds which had gathered on the dock. We would like to take this opportunity to thank the CYCT committee for organising another very successful event.



Barbara Wilson and Erica Shankley

Martin & Judy Greasley



Archer entering Constitution



Alan Gifford (MC) and Peter Makepeace

## IRISH MIST Goes North

After three weeks on the RYCT slip, *IRISH MIST* is finally ready to depart for warmer climes, sporting three new deep cycle, 130AH house batteries, extra solar panel, four resealed and refitted cabin windows, new am/fm dvd/disc player with IPOD jack, extra stowage space (rehash of existing space) all new fuel and oil filters, oil changed in engine and transmission, boom cover re-zipped, sails checked over, new liferaft, extra handheld GPS and VHF radio, along with a clean bottom and polished topsides, extra paper charts and the latest C-map cartridge. She is re-launched on the 28<sup>th</sup> of May in anticipation of a departure on the 6<sup>th</sup> June.

Monday 6<sup>th</sup> June 0830hrs A small gathering of family and friends enjoy a glass of bubbly on the RYCT fuel berth as we put final provisions aboard. Rosemary's sister Helen is a late inclusion in the crew for the leg to Sydney. Finally at 1025hrs with the Albatross flying proudly in the rigging we cast off and head out into the river. We enjoy a fresh northerly breeze so motorsail to the Iron Pot, whilst putting the final provisions away and fitting jacklines. Turning the corner, we make for Denison Canal under full sail. An uneventful passage through the canal sees us clear the Narrows at approx 1615hrs. With the northerly forecast to stay in, we make for Prosser Bay, anchoring on the northern shore at 2030hrs. A good first day.

Tues 7<sup>th</sup> 0700hrs Leave Prosser Bay after a good night's sleep with one reef in main and full headsail. Wind NW at 20-25kts Make good time to Hen and Chickens as the wind strengthens and swell increases from the south. Putting in a 2<sup>nd</sup> reef and heading for Wineglass. Wind really starts to increase as we pass north of Schouten Passage. Partly furl h'sail then end up having to motor into Wineglass to find that we are not the only ones taking shelter. Wind now gusting 40kts, and sea is rolling around the corner. Not a real comfortable night with heavy rain squalls and winds still up around 30-35 kts.

Wed. morning Boats further inshore of us rolling from gunwale to gunwale. Later in the day a knock on the hull announces the adventurous arrival of a fellow sailor from one of those inshore of us in his dinghy. Inviting him aboard, we find that he and his wife (Phil and Lynda) are from Nelson NZ and have been here for the Wooden Boat show. Their vessel WYNDORA is a 40ft self built timber motor which has been around the world. They have been at sea for more than 6 ½ years. They are in the process of returning to Nelson via Batemans Bay,

NSW to visit friends.

Thursday Much the same conditions as Wednesday but winds and seas are forecast to start abating during the day. Phil and Lynda revisit later in the day (we are too lazy to launch the duck) and we discuss leaving early Friday as there is a fair chance that the winds may drop out altogether, making it necessary to motor across Bass Strait.

Friday morning Seas have abated considerably. Wind now a steady 20-25kts from the SW. Three vessels set out from Wineglass Bay, all heading for the Strait. We up-anchor at 1000hrs with two reefs in the main and full h'sail and encounter half-metre seas on a big SE swell of 3-4mtr.

Saturday 1000hrs - position 35nm NE of Babel Island.

Sunday 1030hrs - position 4 nm SE Cape Howe

1500hrs - position Anchored East Boyd Bay behind the Naval Munitions wharf after an uneventful crossing as the wind and sea conditions slowly abated, allowing us to set full sail.

The only moment of excitement came about 2.30am Sunday morning when a large swell managed to overcome the pilot and the computer turned it off so we managed a 180deg turn into the wind whilst I was asleep off watch. The scream came from the wheel house: "the wind has gone to the North!" Tipped out of the forward bunk and taking account of the problem, one look at the compass confirmed my thoughts - we were heading south. Ah well, it's happened to others we guess.

Paul and Rosemary Kerrison  
Irish Mist

PS at present we are in the GREAT SANDY STRAIT QLD  
Hagar the Horrible



## Choking on Plastic

If you think that a talk on “Seabirds” might be a dry topic, you haven’t met Dr Jennifer Lavers. A Canadian (and now a brand new Aussie), Jennifer is a zoologist at the Tasmanian Museum & Art Gallery with a contagious enthusiasm for birds. While her past research has included work on razorbills in Newfoundland and fisheries by-catch, her focus is now on plastic pollution of the world’s oceans. Jennifer’s talk at August’s meeting graphically illustrated the huge scale of this problem and the sobering long term effects. Her passion and frustration were very evident as she displayed samples of the plastic that surface-feeding seabirds scoop up. Bottle tops, disposable lighter, bread bag tags and UHT box tops fill their gut, choke or strangle them and poison the birds as levels of metals like mercury and cadmium accumulate.

Quoting from her website <http://www.jenniferlavers.org/plastic-pollution/>

“Plastic pollution of our oceans is a global problem. More than 200 marine species are known to accidentally ingest plastic while foraging at sea. This plastic accumulates toxins such as polychlorinated biphenyls (PCBs) at up to 106x surrounding seawater concentrations. Here in Australia, the most at-risk species is the Flesh-footed Shearwaters with 96% of birds breeding on Lord Howe Island containing plastic. In 2011, chicks were found to have more than 270 plastic pieces in their stomachs (equivalent to an average human ingesting



*Lord Howe shearwater's skeleton with a stomach full of plastic*

11kg of plastic). Not surprisingly, the Lord Howe Island Flesh-footed Shearwater population has declined by more than 50% since 1978”.

Dr Lavers speaks of our “plastic addiction” and quotes the unbelievable figure of 3.5 million pieces of plastic entering the oceans EVERY DAY! Immense “gyres” of plastic float on the ocean and wash ashore on beaches. Seabirds eat plastic fragments and objects and feed it to their chicks.

One of the themes of this year’s Keep Australia Beautiful campaign is “Dropped on Land. Kills at Sea”. While we as a group are no doubt conscious of littering and would never think of throwing plastic overboard, the fact that we use and discard plastic at all contributes eventually to the mountain that finds its way into the sea and Jennifer’s experience means that she now looks for alternatives. Did you know there are bamboo toothbrushes available? Invented in Australia, as cheap as plastic ..... and they won’t taking up space in a landfill or a seagull’s stomach 50 years from now.

Jennifer is researching Lord Howe Island shearwaters and welcomes donations to “Save the Shearwater” fund to help continue her work.



Hear Jennifer discussing her findings with Robyn Williams on ABC’s The Science Show

<http://www.abc.net.au/rn/scienceshow/stories/2011/3300041.htm>

## The voyage to Trial Bay

In this installment of Charon's trip north, we spend an hour with five humpback whales, are befriended by an actress from Mad Max, are moved on by the water police, meet Jessica Watson at the Sydney Boat Show, threatened by kangaroos in an asylum, visit the Hunter wineries, we lose our oars and almost lose our liferaft.

The voyage to Pittwater was challenging with rain squalls and poor visibility with the ubiquitous two meter south easterly swell. Wind strength was not really enough to sail and we pulled the headsail in and out in dead down wind sailing conditions. No sooner that we got past the wind over tide at the heads that Wendy spotted a waterspout. In came the headsail as it did a magnificent turn across our bows.

Entering Broken Bay was onerous, visibility compromised by rain as we navigated by radar and plotter. It was great to have the clearview screen operating. Once tied up alongside at The Royal Motor Yacht Club, we did washing, enjoyed showers and were soon in the bar yakking with the locals.

A pilgrimage for both Wendy and I was to visit the home of Dorothea Mackellar who lived at Pittwater in the mid 20<sup>th</sup> century. Now owned by Susan Duncan, she has popularized her home in a book about her personal triumph over breast cancer. We visited every bay until we found the house that matched her book cover. Most visiting boats use club and NSW Maritime moorings as the bays and channels off Cowan Creek are so deep.

Wendy decided to go for a row but found the dinghy oars missing - thrown out of the dinghy on the rough trip from Sydney. The loss reinforced the need to lash everything in and tie down every moving object – put the kettle in the sink and expect the cabin to be strewn with clutter and the berths strewn with books after a passage. I had not tied in the oars!

We made do with the paddles from the inflatable and quite enjoyed our “ding-anoe” as we shared the effort to explore. That night I was looking in catalogues for canoes! We need a bigger side deck!

Cowan Creek was full of fiords and deep water. No wind at all and a wonderful trip past Cottage Point, up Coal and Candle Creek (named after local Colin Campbell – say it out loud!) and finally into Smiths Creek – without a paddle!

I made a pilgrimage to Halvorsens boat yard – where, according to legend, Charon was fitted out in the early seventies. No longer a boat builder, there

were many classic Halvorsens in the Empire Marina. Wendy had been learning to maneuver in quiet bays – culminating in her taking Charon down a narrow channel, stopping, reversing and straightening up using paddlewheel effect astern, to clear the multi million-dollar yachts moored at Bobbin Head! No close shaves and only ten years off her life!

We continued the search for new oars as there were some great little bays to explore by dinghy. We visited a mechanics workshop and met Gino, an expansive Italian Spaniard and ex Peruvian naval officer. Gino had no oars but offered to call by Whitworths the following morning to pick some up. Bobbin Head is delightfully isolated and his offer a great opportunity. Gino shared his life history with us over the counter and the transaction became more than just a purchase. His elation may have been partly due to Spain's win in the World Cup the previous night! The next day we picked up our new oars.

We picked up a pretty blue mooring off Scotland Island and spent our last night off the RMYC to enable us to pick up our liferaft. You may recall that the agents in Hobart had recalled our RFD liferaft hours before we sailed across Bass Strait and provided a replacement rental unit at no cost. The replacement raft had been rented to a client in Melbourne and ours returned to the RMYC, however the courier had picked up our raft in error and forwarded it to Melbourne. After a dozen phone calls and threats of legal action with the courier, the subsequent hirer corrected the mistake and conveyed our raft back to Sydney and the rental unit to Melbourne. My daughter Hannah had broken her ankle at a law conference in Adelaide and was having surgery later that night. Wendy's granddaughter was hit by a car in her driveway and taken to ICU.

The following morning a nice man from NSW Maritime Police came by and advised us that we were on a Police Mooring and it was only to be used for



Charon leaving Pittwater

people experiencing difficulty! I didn't explain. We moved to Coaster's Retreat. Hannah's leg was plastered and she repatriated to Tasmania without difficulty – Wendy's granddaughter was sent home the next day with only some abrasions and our liferaft returned to the RMYC two

days later. Don't want too many days like that!

Normally bypassed by most cruisers, Lake Macquarie is protected by a barway at Swansea; two lifting bridges close the four-lane Pacific Highway several times a day to allow transiting vessels. We enjoyed three great weeks cruising the lake and visited all the urban centers.

We anchored for several days to ride out a gale in Wyee bay in the south of Lake Macquarie with rainy damp weather but bearable wind strength. Wendy made bread and I spent the day on the laptop. The NSW former state asylum was to our south; sprawling parkland with classic buildings. Venturing up the creek by dinghy we visited the grounds of the asylum to find the grassy parklands were inhabited by dozens – possibly hundreds, of kangaroos. These quite large specimens were quite unphased by our presence and soon started to circle us. Within seconds we were surrounded and a particularly large male came up to me to inspect. For a moment, I felt threatened – this big fellow was eye height! Almost as imposing was our journey up stormwater drains by dinghy to enter a lagoon of dead trees in the south of Wyee Bay. Despite the challenging access, we explored for hours in this very restricted waterway.



Wybee Bay trees

The week had been very enjoyable as we settled into life at Lake Macquarie visiting William Dobell's house at Wangi Wangi, regularly sailing across the lake and enjoying beach fires with local fishermen. My son Jonathan had driven up

from Sydney and we spent several days visiting the Hunter Valley, leaving Charon tied up at the Wangi Wangi Workers Club. We visited David Hook, Ivanhoe, Vinden, the Smelly Cheese Shop at Pokolbin, the Blue Tongue Brewery and finally Pepper Tree Winery where Wendy signed up for a dozen bottles to be delivered to Charon every six months. We filled Jonathan's car with wine and sent two dozen back to Tassie for summer.



While Jonathan was with us we visited Rathmines – the site of the WW2 Catalina base in Lake Macquarie. At that time it was the largest sea-plane base in the southern hemisphere. The landing stage and some of the buildings remain – the old officer's mess, now the bowls club, houses a collection of

photo albums made available to visitors. Wendy and I inspected the site of the old gun emplacements at Wangi Ridge where four huge anti aircraft guns protected the base from Japanese invasion.

As mentioned in our last article, we took a trip to Sydney to visit the Boat Show while Charon was left in the care of the Royal Motor Yacht Club Marina at Toronto. The rail trip from Toronto gave us a chance to see some of the coastline and inland waterways that we had cruised over the last month. This RMYC was a little less expansive than its sister club at Pittwater – but the locals just as friendly and visitors given a free beer on arrival!

We reprovisioned at Toronto and had a great evening ashore after postal voting in the Federal Elections – cabin fever had got the better of us during the previous week of gales. We had befriended a big Kiwi sailor in a café – who we discovered was the owner. More free beer and a great meal of beef ribs, accompanied by a Hunter Cabernet, and a late night dancing to the resident muso.

Zero seven hundred hours came far too early as we started the motor for the trip across the lake and out the channel to the Swansea Bridge. After crossing the bar, we motored in a low slop left over from the gales two days earlier and Wendy and I did watches and weaved our way through the Chinese Bulk Coal Carriers at anchor off Newcastle. As we motored north – we failed to notice one of these biggies up anchor and start moving slow ahead as we planned to

pass a safe distance in front of him. The safe distance became an unsafe distance and we did a quick course change to starboard to avoid a collision.

Entering Port Stephens was quite spectacular – reminiscent of entering Port Davey with tall headlands north and south, clean water and easy navigation to enter. The passage was easy and we had no signs of seasickness. Next time we will have a big night out before making an early passage!



Nelson Bay sunset

Nelson Bay gave us our first impression of the area – with highrise waterfront apartments, resort marinas and flash boats. We enjoyed a quiet evening in Fame Cove and moved to North Arm Cove where we dug in for two days of strong westerlies next to a Robert Perry double-ender called *Free Life*. Wendy made pasta, home baked sourdough, we listened to music and slept in late. Weathering gales can be quite relaxing as we stay with the boat and do relaxing and satisfying jobs. And eat!

The weather eventually settled and we made arrangements to catch up with *Free Life* as we passed them at anchor. After a night in Tiligerry Passage, we ventured ashore to the Albatross Marina complex run by Mike and Leslie. In contrast to the destination marina's like Soldier's Point and The Anchorage, Mike and Leslie ran a working marina with a collection of surrounding shops and services – a chandlery, pizza bar, take away and general store, laundry, ladies accessories, dress shop, marine mechanic, slipway and bespoke wedding dress shop. Mike did the boat stuff and Leslie managed the feminine side. We

have never quite seen such an eclectic collection in one marina. Mike chaired the local Chamber of Commerce and seemed to be the unofficial mayor of Lemon Tree Passage. The Bowls club rocked on Friday night with a live ACDC cover band. Another late night and a few drinks with Kim, the marina manager, and an easy walk back to *Charon*.

The passage to Camden Haven was punctuated by a night at Tuncurry – sadly too short to take in the features of Cape Hawk Harbour. After a walk to the surf beach and a chat to the locals, we snuggled down for an early start the following morning.

Camden Haven proved to live up to its reputation among cruisers and was the most yacht-friendly destination we encountered. On checking in at the Services club, we were asked to sign the visitors' book and provided with free showers and toilets - and a decent watered jetty to tie up to. We were also excited that our Tassie friends Peter and Chris McHugh on *Honey Bee* had arrived at Coffs Harbour from Noumea and were planning to make Camden Haven their next stopover.

As Wendy and I made our Post Restante arrangements at the Post Office, we met an attractive and classy lady who introduced herself, took us under her wing, and promptly took us to North Brother mountain to see the view. This was an excellent opportunity to see our past track and our future destinations. Dal, now in her eighties, had an earlier career as an actress and was one of the feral women in the original Mad Max movie.

We visited the museum and saw "South Solitary" at the famous Plaza theatre in Laurieton where young Baz Luhrmann helped his father run the projector. We went on the stage at the local hall – where Bob Hope performed after an emergency landing in his Catalina during the war and chatted to friendly locals.

*Honey Bee* arrived several days later and Dal squeezed another two into her Corolla and off we went again. We became good friends with our adopted "other mother" and shared meals, visited the Koala hospital, Port Macquarie and saw Laurieton from end to end. We celebrated our final day with a Sunday roast dinner, made farewells to a great lady and a delightful cruising area

Wendy was on watch and saw them first. Two or three humpbacks, fine off the port bow. A constant bearing meant collision! I ordered twenty degrees to starboard and the next whale sounding revealed three whales dead ahead. Stationary, as we bobbed up and down in the gentle swell, the whales came closer to investigate. We heard them talking, and discovered that two more had joined the trio – now making five. After ten minutes, they began swimming

under Charon, talking and spraying their moist breath over us as they surfaced within touching distance.



*Dal entertains the crews of Honey Bee and Charon*

Each whale exhibited a different personality, one pirouetting in the water on its tail and looking around like a periscope, another bobbing out of the water to have a look while others came alongside, heads out of the water, to check us out. Soon two of the monsters were rolling over onto their backs like a puppy wanting its belly tickled. We never felt threatened or concerned that they might harm us.





The show went on for over an hour as they dived under our boat, spraying us with water, talking and splashing while we talked back. The rolling over was particularly interesting – a sign of submission perhaps – or offering us their trust. At that moment – we knew that nothing could ever beat that hour in all our cruising life to come. Our hands reached out to touch them and I feel that the whales appreciated the experience as much as we did. Despite copping the biggest southerly set from the East Coast current so far – we didn't begrudge the time spent with our five new mates and eventually after a passing fishing boat disrupted our meeting, the whales continued south, giving a friendly tail wave as they departed. We arrived at Trial Bay several hours after dark and slept soundly at anchor in the gentle swell. That day was as good as it gets.

The climate began to change from the occasional westerly gales and southern variable weather pattern to the more sub tropical wet and dry season. We approached cane fields and would soon be exploring the mighty Clarence River. From there we would do one overnight passage to the Gold Coast Seaway where our Queensland adventure would begin; Sea World, Australia Zoo and snorkeling at Tangalooma where Wendy would be chased by a shark ...

Richard Phillips

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## 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.



### Going About

*A miscellany of items of interest to members*

\*\*\*\*\*

### **New weather service from Coast Radio Hobart**

Coast Radio Hobart (supported by MAST) is currently testing a new service which broadcasts the SE Local Waters forecasts on VHF Channel 1. The local waters forecasts for the Derwent Estuary, Storm Bay, the Channel and Frederick Henry and Norfolk Bays (4 separate areas) as well as the Tasman Is – SE Cape coastal waters forecast are read out by the tin-man every half-hour. The ABC’s Chris Wisbee provides the introduction. During the summer months, the forecasts will be read out every quarter-hour.

The transmitter is at Snug Tiers which is the old VHF base station used by CRH before Mt Mangana was established.

Once this service has been bedded down, Coast RadioHobart will no longer broadcast the local waters forecasts at sked times (0745, 1345, 1633 or 1903). If you are out of range of the channel 1 service and need the local waters forecast, just ask the CRH operator and he/she will read it out for you.

NB: Remember to switch back to channel 16 once you have heard the weather! Alternatively, switch to channel 1 and go to Dual Watch. That way you will hear the weather when it starts and won't miss any calls on ch 16.

\*\*\*\*\*

### MaST School Holiday Courses

A number of licence courses are being held around the State during the September school holidays. The courses are being run for children 12 years or older who want to obtain their provisional power boat licence. The Hobart course is being run at DSS on 9<sup>th</sup> September.

Find more information at [www.mast.tas.gov.au](http://www.mast.tas.gov.au) or ring 62358888

\*\*\*\*\*

Engine problems? Get your iPhone out. Not to phone the mechanic but to run through a trouble-shooting app. For just \$6.49 you can have a Marine Diesel Expert in your pocket (coming soon for Android). And if you've run through the checklist and she still won't start, *then* you can use the phone to call for help.

\*\*\*\*\*

From the **WHAT WILL THEY THINK OF NEXT?!** Department  
**The Folding Kettle**



A silicone kettle with a stainless base that withstands temperatures to 230C. Handy on the boat and terrific for taking ashore to BBQs and for boiling the billy on hikes. Their pack-away bucket looks pretty useful too. No doubt folding pots are on the way.  
[www.wackypracticals.com](http://www.wackypracticals.com)

:

## Floating Fletchers

The saga of our new boat has reached a conclusion of sorts. On August 26th we sailed off in *Xantia*, a Jeanneau 42 DS. We will now usually be found lurking down the Channel working out how to sail and how to cope with speeds lower than 22 knots. So, if you see us please come over and say hello over a cup of coffee.

*Xantia* is berthed in Oyster Cove Marina, but we don't plan to spend too much time there. After an initial settling in period, mostly down the Channel with a bit of Norfolk Bay thrown in as well, we will venture further afield. Port Davey is high on the agenda and then across Bass Strait. Who knows from there on.



Our Challenger 39 Pilothouse in Malaysia is also nearly finished at last. We are trying to sell her there because circumstances now require us to sail her to Tasmania, which is beyond our present abilities. So if anyone wants a good cruising boat in beautiful tropical waters it's there.

We look forward to catching up with you all over the summer.

Ian and Wendy Fletcher

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## **Cruising Yacht Club of Tasmania**

### **General Meeting held at the Derwent Sailing Squadron**

On 2 August 2011

#### MINUTES

Commodore Chris Palmer (Chair) opened the meeting at 8:00pm by welcoming all attending. 50 members registered their attendance.

#### Apologies

Apologies were registered for 14 members.

#### Guests

The following guests were introduced. Don and Priscilla Davis-Clark, John and Dee Deegan, Michael and Larissa Deck.

A particular welcome was extended to Barbara Wilson who is a long standing member from Melaleuca.

#### Minutes of the previous meeting.

The minutes of the meeting held on 5 July 2011 were accepted by affirmation.

#### New members

The following new members were presented with their burgees and welcomed into the Club.

Richard and Katherine Catt, Martin and Judy Greasely, Bill and Mandy Miles.

#### Editor

Kim Brewer appealed for articles and 'photos to place in 'Albatross'.

#### Vice Commodore

Chris Palmer explained that while the Vice-Commodore was overseas members can keep abreast of planned activities by referring to the website and 'Albatross'.

#### Rear Commodore

There will be a supper following the AGM next month. Margaret asked members to contribute by bringing a small plate of food.

Before the AGM, Paul Cullen will speak about the planned centenary celebrations of Mawson Base in Antarctica.

Treasurer

Paul Dutton reported on the financial status of the Club. The attached statement was accepted by affirmation.

Other business

Barry Jones asked those who were planning to enter Constitution Dock for the annual dinner to ensure he had confirmation of their entry by Wednesday 10 August. He advised that they should bring their completed entry forms with them at the arrival time of 3:00pm Saturday. Departure will be at 11:30am Sunday.

Commodore

Chris Palmer reminded members that annual fees were now overdue. He encouraged members to use the Paypal system when making payments to the Club. Chris pointed to the proposal for a change to the Club’s Constitution published in ‘Albatross’. Chris reported that Richard and Wendy Phillips were presently in the Great Sandy Strait off Maryborough and pointed to their article in ‘Albatross’.

Next meeting

The next general meeting will be held immediately after the AGM on 6 September 2011.

Closure

There being no other business, Chris closed the meeting at 8:40pm and invited Dave Davey to introduce the guest speaker, Jennifer Lavers.

\*\*\*\*\*

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[ryct@ryct.com.au](mailto:ryct@ryct.com.au) General Manager – Robert Devine

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

The 36<sup>th</sup> Annual General Meeting of the Cruising Yacht Club of Tasmania Inc. will be held on Tuesday 6<sup>th</sup> 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 35<sup>th</sup> 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

\*\*\*\*\*

- **Despite the cost of living, have you noticed how it remains so popular?**
- **Nothing is foolproof to a sufficiently talented fool. (engineering guideline)**
- **Diplomacy is saying "nice doggy" until you find a rock.**
- **A day without sunshine is like, you know, night.**
- **Everyone has a photographic memory. Some just don't have film.**

## 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 6<sup>th</sup> 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

(secondar).....(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 24<sup>th</sup> August 2011

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# 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 34<sup>th</sup> AGM

Robert Grey moved that the minutes of the 34<sup>th</sup> 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.

A man fell overboard from his little boat, and was thrashing around in the water when another boat pulled up. -"Jump in, we'll save you" - they screamed. -"No" - cried the drowning man, - "God will save me". The scene was repeated twice and then a helicopter hovered over the man. - "We came to rescue you" - yelled the pilot. -"No, God will save me" - was the response again. The man drowned, and as he crossed the Pearly Gates, he ran straight to Jesus. -"I placed my faith in You, and You let me drown?!" "Hey!" said Jesus. "I sent three boats and a helicopter".

- Lottery: A tax on people who are bad at math.
- It IS as bad as you think, and they ARE out to get you.
- Time is what keeps everything from happening at once.
- I get enough exercise just pushing my luck.
- Women who seek to be equal to men lack ambition.

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