

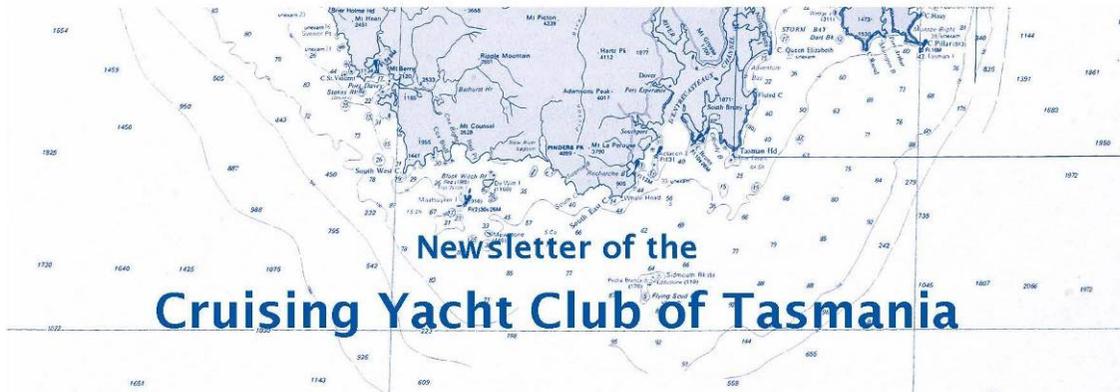
Albatross

Volume 40 No 7 August 2014



Snowy Adamson from Southport

J Zanetti



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore		
Stephen Newham	H 0427 674 879	<i>Nyanda</i>
Vice Commodore		
Alan Gifford	H 0447 250 945	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Mike Ponsonby	H 6247 1409	<i>Rubicon</i>
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Ottmar Helm	H 6229 3932	<i>Intrepid</i>
Membership Officer		
Julie Macdonald	H 6247 9569	<i>Westerly</i>
Warden & Quartermaster		
Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing		
Chris Creese	H 6225 2806	<i>Neptune</i>
Webmaster		
Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

**Send all material for publication in 'Albatross' to the Editor -
editor@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
<u>AUGUST</u>	
Sat 2 nd – Sun 3 rd	Cruise: Annual Dinner, Constitution Dock
Tues 5 th	General Meeting – @ DSS 8:00pm Margie Beasley & Chris Wilkie, Cruising Alaska to Chile
Tues 12 th	Committee meeting @ DSS 7:30pm
Tues 19 th	Women on Boats meeting @ DSS 5:30pm More on Col Regs - Lights and shapes and sound signals. Also revision of the Rules of the Road and then a quiz
Tues 26 th	Winter Forum – @ DSS 7:30pm Speaker: Ian Brett, Yacht Rigging
<u>SEPTEMBER</u>	
Tues 2 nd	Annual General Meeting – @ DSS 8:00pm No speaker
Tues 9 th	Committee meeting @ DSS 7:30pm
Tues 16 th	Women on Boats meeting @ DSS 5:30pm
Tues 23 rd	Winter Forum – @ DSS 7:30pm Speaker: TBA

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

Contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial


Doldrums [dohl-drumz] noun

1. a belt of calms and light baffling winds north of the equator between the northern and southern trade winds in the Atlantic and Pacific oceans.
2. a dull, listless, depressed mood; low spirits.

Yes, its winter. We've been lucky and it's been mild(ish), but August rolls around and it starts to seem like spring will never arrive. We've done our winter boat chores, cleaned the house, pruned and sprayed the fruit trees and now I've hit the doldrums, waiting for inspiration – for activity, for writing, whatever! The mind starts to wander to plans for summer cruise destinations...

I'm looking forward to the Annual Dinner at the Hope & Anchor – the Photo Competition photos will be on display! After that the club calendar is looking quiet for a while, but there are still forums for the technically inclined. And I'd like to invite those ladies who haven't been along to a Women on Boats meeting to give it a try. It's very sociable and a great environment for learning. And on a similar topic, see the ad below regarding a special issue of the Albatross.

Wanted – women writers (& readers!)

I'm hoping to theme a future Albatross issue predominately around articles for and/or by boating women. So I'm looking contributions on topics of interest to 'the other half' (eg. lessons learned, facing fears, provisioning, children on board, tips for making the boat more 'female friendly', gear designed with women in mind, etc).

Please send in your articles or contact me if you want to discuss possible topics.

I'd love to hear from the more seasoned sailors as well as the newer members.

Jackie (editor@cyct.org.au)



Commodore's Report



Memorandum of Understanding with Coastal Cruising Club

This has been signed by both parties. See last month's Albatross for details of the MOU.

Maritime Marketplace

Thanks to Hans and Ottmar and their counterparts in the KYC for their efforts in running the Maritime Marketplace on Saturday 19th July.

Committee for next year

And there is the ongoing request for volunteers for next year's Committee.

Stephen Newham

Vice Commodore's Report



Women on Boats

At the last Committee Meeting formal recognition of the Women on Boats group was discussed. With such a strong following of Club women and friends, and now spanning over three years, the Committee are considering ways by which the group can be included among the regular reports at General Meetings and at Committee Meetings. The importance of having the group recognised more fully will help to ensure its viability for many years to come. I hope to be able to report more fully next month.

Winter Forums

The winter forums are well underway with strong attendances. Under the organisational guidance of Hans Van Tuil and Ottmar Helm a varied and interesting programme of topics are planned. The forum on boat exhaust systems delivered by Laurence Burgen of Franklin Marine was as fascinating as it was amazingly complex. The forums are held on the fourth Tuesday of the month at DSS through until October. Check out the website or The Albatross

The Australian Wooden Boat Festival 2015

Expressions of interest are due for those skippers wishing to enter their boats in the Festival scheduled for early February 2015. Confirmation of acceptances will be issued later in the year but plans are for a bigger and better Festival (if that is possible) so there is likely to be even more boats than were on show last Festival. Go on line to register your interest. As one of the major wooden boat festivals world-wide and certainly the biggest in the Southern Hemisphere, it is an event not to be missed. There's no doubt about it, Tassie can perform well above its weight when the opportunity presents itself.

On those cold and bleak winter nights ...

Winter nights are a good time to do all those things you put off last Summer. For example, quietly reading through the COLREGS, end to end OR working out how to tie those knots that tossed you last winter OR list the replacement of all those out-of-date batteries and flares OR arrange to recharge/replace your fire extinguishers. Perhaps flushing the water tanks OR servicing the anchor winch would be a great weekend activity, maybe it's time to up-date your paper charts OR check out the First Aid kit, but whatever it is, now is the time to hop into it.

Maritime Market

See the details in The Albatross. A perfect opportunity to get rid of the things you bought last Market and to buy back the things you sold. A terrific day and lots of fun. Thanks to Hans and Ottmar for their hard work along with members of the Kettering Yacht Club for organising this great event.

See you at The Annual Dinner.

Alan

A fellow brings his boat up to a restaurant dock to eat lunch. The dock hand says "I'm sorry, sir, but I can't let you dine here today. This establishment has a neck tie policy, and you are not wearing one.

The guy says "Of course I don't have a tie on, I'm on a boat!" "Well, go down below and put one on" "I don't HAVE one!" The dock hand, not wanting to turn away a customer, says "Well, why don't you just find something that approximates a tie. That should be O.K."

After some time, the boater comes out with a pair of jumper cables. "This is all I could find"

Sighing, the deck hand says "OK, I'll let you in with those, but just don't start anything"

Rear Commodore's Report



Mid-winter BBQ

Despite a perfect day and a location with a striking view up the bush-clad slopes to the snow-dusted crest of Mount Wellington, only a dozen members made it to the BBQ. It was good to see a few new members there and it was a pleasant, relaxing afternoon.

Annual Dinner – August 2nd

By the time you read this the Annual Dinner will be upon us. Five boats are booked into Constitution Dock and I have bookings from 54 members and friends for the meal at the Hope and Anchor Tavern. There'll be a report in next month's Albatross.

General Meeting – August 5th

Speakers: Chris Wilkie and Margie Beasley, www.people.Alaska (weather, wilderness, wildlife, people) Topic: The challenge of sailing to Alaska, the top of the world.

Many of you will have enjoyed CYCT members Margie Beasley and Chris Wilkie's presentation last year on "Cruising Japan: the road less travelled". I had requests for another talk while they were back in Hobart but time didn't permit. Chris and Margie hadn't expected a second trip home in a year but a bit of misfortune saw them return from Chile for surgery on Chris' shoulder. So they will bring us up to date with more of their Pacific Rim travels.

Their presentation will cover the next leg of their voyage: from Japan to the Aleutians, overwintering in Kodiak and their encounters with weather, wilderness, wildlife, and the



“wonderful, quirky, brilliant” people of Alaska.

Dinner will be available at DSS from 6pm.

Please RSVP rearcommodore@cyct.org.au by Mon 4th.

CYCT Library

It may come as a surprise to members but the CYCT has a fairly extensive library of boating books and DVDS. That grey cabinet that Warden Chris Creese rolls into the room at each meeting is not a storage locker; it's an Aladdin's Cave, full of tales of adventurous voyages, technical manuals, cruising guides, videos of ocean crossings and DVDs packed with expert advice.

All the classics are there: Hal Roth and Sir Alec Rose, H. L. Tilman and Naomi James as well as locals Bern Cuthbertson and Patsy Adam-Smith. Nigel Calder's *Boatowners Mechanical and Electrical Manual* should be carried aboard any boat without a professional engineer and once you've browsed our copy, you'll want to buy one for yourself. Amongst this treasure trove are a full set of Lyn and Larry Pardey's DVDs *Cruising Has No Limits*, *Get Ready to Cross Oceans* and *Storm Tactics* and a wonderful video by the legendary Donald Street of an Atlantic Crossing aboard *Iolane*.

You are encouraged to borrow items for a month – just sign in the exercise book. They are there to be used and we are working on putting a list on the website so you can find reading of interest and reference books to increase your boating knowledge. Come and have a look at the next general meeting.

AGM September

Another reminder that I will not be standing for the position of Rear Commodore and nominations will be called for in September. If you think you could contribute to the Club by filling this role but need more information, please ring me on 0428937358 to discuss it. It's not as difficult as you might think!

Kim

Winter Forums 2014

The next winter forum is on **August 26th** at **7:30pm** at DSS.

Ian Brett will be discussing ***Rigging***

APPLICATIONS FOR MEMBERSHIP

Chris and Wendy Le Cornu
GOLDEN DREAM

Gordon and Janet Armstrong
NUAGE

Ern and Maureen Bryan
LEONIE

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.

WELCOME NEW MEMBERS

Michael and Moira Wellman
DAME EDNA

Ross James
SURREAL

John and Sally Tisdell
FREEDOM

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.

Introducing New Members

John and Sally Tisdell

Sally and I have recently bought *Freedom*, a 350 Beneteau and love cruising the Channel and River with friends and family. For the last few years we have sailed *Firecrest*, a 28ft Van de Stat on weekends and the twilight series at Kettering. My daughter Skye is developing into a great racing crew. *Firecrest* is a beautiful wooden boat that was built at the DSS in 1974 and known to many around Hobart. *Freedom* recently came down from Launceston and now lives at Kettering. I grew up sailing a variety of small dinghies in my youth and Sally and Skye have started sailing in more recent years. We thoroughly enjoyed meeting everyone on our first sail with the club to Constitution Dock and are looking forward to many long summer days sailing with the club on the waterways of Tasmania.



Freedom



Michael and Moira Wellman

Our lovely 31' Catalina is exactly half the length of our last boat, a fifth of its weight, a total contrast in every way to our gaily-painted narrow-boat *Blue Toad* that we recently lived on for three years. In *Blue Toad* we travelled 3000 miles, negotiating 2000 locks in 1000 days, surviving a very frightening flood on the River Ouse in York, fending off a whole tree at 3am. With only bicycles for transport on board, we cycled hundreds of miles on sorties into the picture-book UK countryside, and had the most



Moira and Blue Toad

amazing journey on a canal system instigated by the Romans in AD120, and extended all over Britain from 1750 onwards, in our giant steel cigar tube just 6'10" wide.

We then returned home to Tassie to replenish the coffers working for two years but realising life's too short for that. We have definitely retired now, Mike from Mechanical Engineering and Moira from the Aged Care and Disability sector. With a long history of competitive moto-cross, solo and sidecar trials, it was a natural progression to buy two BMW Adventure motorbikes on which we have explored a multitude of dirt tracks and trails both here and on the mainland.

The recent acquisition of *Dame Edna* means our toy-box is full. Berthed at RYCT and accepted for membership, and also as new members of CYCT we have been blown away with the help and friendship offered by Kim and everyone we have met at the 2 New Members functions, the MOFO cruise, and the slipping facilities.

I'm sure we have made a few locals smile as we publicly learn the ropes which are so different from the simplicity of our previous trailer-sailers. Bear with us, we are getting there and having a few good laughs along the way. So much to learn, so little time!

What more can we say except THANK YOU for extending the hand of friendship to two Northern infiltrators. We look forward to sharing many sundowner debriefings as we find our way around the stunning Derwent and D'Entrecasteaux Channel that is your stunning back yard.



Dame Edna



Vale Denis Alexander

Former long-time CYCT member Denis Alexander passed away on June 22nd. The following biography of him, written by Leo Foley, first appeared in August, 2011. Our condolences to his 2 sons Doug & Peter - also past members of the CYCT.

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.



HOPE BEACH

The good ship "Hope" had reached Storm Bay
 When a pilot took command
 He sailed the wrong side of the Iron Pot
 And wrecked her on the sand.
 Although the surf was heavy
 Everybody got ashore
 Then two soldiers left to guard the gold
 Blew off the strong-room door.
 They stole the gold and buried it
 In the sand-dunes out of sight
 Then joined the passengers and crew
 To spend a cold, untroubled night.

When they got to Hobart Town
 They learned to their dismay
 That they had to join a regiment
 That was sailing for Bombay.

They never did get back, although
 Some others they had told
 Hurried to Van Diemen's Land
 But couldn't find the gold.
 They still dig sand on Hope Beach now'
 It's one gigantic quarry
 And sooner or later an excavator
 Will dump gold in someone's lorry.

Perhaps it was found long ago,
 Children love to dig a hole -
 "Look Daddy, see what I have found"
 "Good boy, don't tell a soul".

SEA VOICES

The sea has many voices
 That a sailor learns to gauge
 Seductive breathless whispers
 Wild shrieks of primal rage
 The chuckle of the current
 When you're lying to the tide
 The sudden strain on your anchor chain
 As she yaws from side to side
 The brutal crunch of a giant punch
 When your bow slams in a trough
 The thrilling roar as you surf before
 Great swells and your log runs off
 The last dying squalls as evening falls
 Then you enter a tranquil bay
 But a small voice is warning
 Be off in the morning
 A wind shift is heading this way.

The sea has other voices
 That whisper from afar
 Some laying pots, some passing yachts
 Reporting where they are.

And always ready day and night
 The Coast Patrol replies
 A band of cheerful volunteers
 To help and to advise.

A seaman heeds her voices
 For he has always known
 She'll let you make that one mistake
 Then she'll claim you for her own.

Maritime Marketplace

Another Maritime Marketplace was held on Saturday July 19th at the Kettering Community Hall. The event was a joint effort hosted by the CYCT and the KYC. There were around 30 tables of goods for sale in the hall and several folk outside selling yachts, dinghies, kayaks, canoes and various other larger nautical items. Volunteers from both clubs started setting up at 0830 and people who arrived early secured the best bargains. By 1000 the hall was packed with sellers and buyers.

All stall holders reported good sales and were very pleased with the way the event was run. There was a great atmosphere in the hall and the day was a wonderful success. By 1430 most of the sellers were done and the doors were closed. Our thanks to those who helped run the event and also those who stayed behind to clean up.

The Maritime Marketplace is intended as a promotional event for our two clubs, not to raise a great amount of money, however we did raise over \$300 for each club and had a most enjoyable time doing it. It has been suggested we hold this event annually.

Ottmar and Hans.





(Ed.: This apocryphal story is often said to be an actual transcript of a radio conversation, but you be the judge!)

New Zealand Coastguard. Please divert your course 15 degrees to the south, to avoid collision

Australian Navy Ship. Recommend you divert your course 15 degrees to the north, to avoid collision

NZ. Negative. You will have to divert your course 15 degrees to the south ' to avoid collision.

AUS. This is the Captain of a British Navy Ship. I say again, divert YOUR course.

NZ. Negative. I say again, you will have to divert YOUR course

AUS. THIS IS THE LARGEST SHIP IN THE RAN FLEET. WE ARE ACCOMPANIED BY 3 DESTROYERS, 3 CRUISERS, AND NUMEROUS SUPPORT SHIPS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES TO THE NORTH, OR COUNTERMEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS FLOTILLA.

NZ. THIS IS A LIGHTHOUSE YOUR CALL!

Don't forget to get your CYCT gear!

Feeling like an outsider? Want to look the part of a cool cruiser? Or just need some warm winter clothes?

Then have a look at the full range of CYCT apparel available through the website (under "Purchase" in the members section) or on display at every monthly club meeting. Elizabeth Helm kindly looks after the gear and is happy to help you with your order. Here are a few examples of what's available, handsomely modelled by an ex-commodore, his first mate, and Elizabeth.



*Fleecy hoodie and cap
(pipe currently unavailable)*



*Ladies Rugby shirt
(modelled by a real lady)*



*Cotton Surf hat & Polar fleece vest
(smile accompanies every purchase)*



"Thing about boats is, you can always sell them if you don't like them. Can't sell kids."
— Lin Pardey, *Bull Canyon: A Boatbuilder, a Writer and Other Wildlife*

Practical help with VDO engine hours meter

Leigh Miller

When I purchased my 10 year old Bavaria with a Volvo Penta MD22 engine in early 2012 it had an engine hours meter that clearly worked only occasionally. It kept track of hours but displayed the accumulated tally only when it felt like doing so. I like keeping track of engine hours and tried many things to get a fix for the problem, including paying for a Hobart electrical firm to inspect it and declare that the problem was out of their capability.

I have heard that this VDO instrument is renowned for this particular problem and when I dismantled mine I could see why. The existing digital display has a slim ribbon tape connection to take 12v current from the digital power board and it is clearly not up to the job. There are accredited VDO experts who will fix your instrument but at an hourly cost of \$300! I have heard that even then the same problem will often arise after a few months.

My local Volvo rep suggested a separate stand alone hours meter but that would mean yet more unwanted cabling and cutting and shutting of bits of the vessel. After mentioning the problem to Matt Orbell of Green Marine he kindly pointed me to an article in Practical Boat Owner for July 2011 (pp 72-73) by Stu Davies which addressed the very instrument and showed how to repair same. I am no electronics or electrical whiz so with great trepidation I set forth to follow the directions.

Retirement is wonderful because the hours required to go up and down unsuitable alleyways could not be justified if one were paying current hourly rates. But, in the end I achieved a perfect blend of electronic and electrical coupling that has resulted in a complete solution; I now have a properly working digital display which is on when the ignition is on and which accumulates hours run only when the engine is running. Currently (no pun intended) I am running up the hours on a stand alone battery at home and have approximately five weeks to await the correct hours run before reinstalling the instrument where it belongs.

In brief, the vital piece of the puzzle is provided by Curtis Instruments who have an Australian agent, Bylong Industries: www.Bylong.com.au in Sydney. The part you will need is a Curtis 701-PCB hour meter module 9-60 VDC. Unfortunately the 18 UK pounds for the right replacement digital display unit became \$44 AUD plus \$15 for postage but I thought it well worth it as a permanent solution to the problem.



If any members would like to follow this solution I am willing to assist with the process and provide the benefit of hindsight to save time.

Midwinter BBQ, 13 July

A handful of club members enjoyed a day in the winter sunshine at the Waterworks reserve for the midwinter BBQ. According to Erika Shankley who sent in the pictures, there was plenty of hot air around too - not only from the BBQ but from the discussions around the picnic table!



Enjoying the BBQ



Curious Curlew



Lindy Jones, Margaret Loring & Erika Shankley

A(nother) dinghy safety reminder

Mark Stephenson

In 2003, we spent a long weekend up a mangrove lined river 40 miles from Darwin. The tide range was 5.3metres that day, we anchored near a sand bar which was exposed at low tide. We cruised with the Stressbuster Sailing Mob, and that day Russ and I ran a Dinghy Derby for the 8 yachts cruising that weekend. This involved the ladies handling the dinghies by themselves, starting the engine, manoeuvring around a marked course, reversing through the same course, collecting a floating object, stopping the engine, anchoring, lifting the anchor, and rowing back to the sand bar. The ladies all did well, especially Lorna who operated a dinghy referred to as *Suicide*. This had a reputation for being very unstable, and had tipped over a few times before.

The area we were in was not often visited by boats, being about 5 miles inland and no humans in the area at all. That crocodiles inhabited the area was well accepted, that they were seen around that day was acknowledged, and that they were hungry and could eat humans was well known. We didn't swim whilst on the sandbar, stayed in a small group, kept the dogs close, and kept an eagle eye for movements in the water. Crocodiles usually stalk their prey, taking note of regular movements, and rarely make an unplanned attack. But they have been known to.

The story unfolds, as recorded in my log book onboard *Spindrift*, in which I record everything that happens

Lorna and Peter came for dinner, with the charcoal BBQ cooking a boned leg of lamb, coated in Indian spices, served with our 'Rice with Peas' recipe and sweet potato mashed with cumin. Yum !! Lots of talk about the day's activities, and plans for our 125 mile trip to Coburg National Park later in the year. We had a cooling breeze, well, zephyr I suppose, but a very comfy night in the cockpit. A typical tropical dry season evening, with stars glinting in the inky black sky, and fruit bats squawking in the mangroves.

After a great evening together, with a bit to drink, Lorna and Peter headed back to their yacht *Calabria* in their dinghy at 2330 with Lorna showing her new found confidence as a skipper. Peter was in rather a relaxed state, too much red wine after numerous beers ashore, on top of the effect from the drugs he was taking for Ross River Fever and the resultant arthritic pain.

We shone the torch to help them find *Calabria* about 200 metres away, then headed below to clean up the dishes. Very soon, I heard a splash, and Lorna shouting for help. They had tipped the dinghy over and were in the drink !

Russ and I jumped into our dinghy, and we headed over to them with the 9.8 hp outboard pushing us along quickly. We left Mum (and Spicey the dog) behind. We found the dinghy

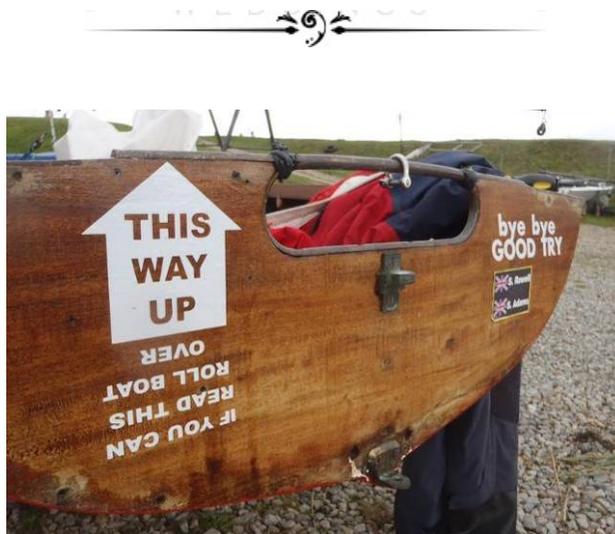
totally inundated to the gunwhales, Lorna and Peter holding on, with things like the esky, lines and paddles floating free. All heading downstream in the 2 knot current.

We dragged Lorna into our aluminium dinghy, with a heck of a lot of grunt, and with a lot of caution as we didn't want to end up in the water too, We had now drifted about 400 metres and were near another yacht *Avventura*, and Paul, woken by the commotion, tried throwing a line but it didn't reach us. He then got into his inflatable dinghy, headed our way and was able to pull Peter out of the water. More grunt ! Then we collected the bits and pieces we could see, and slowly towed the dinghy, full of water, back to *Calabria*. Lorna was VERY cold and weakened by now, and I had to very indelicately push her up onto their yacht. Poor thing. Then, we secured things and bailed the dinghy, said good night and returned to our own boat.

On return to *Spindrift*, I found Mum had thought that one or both of them were missing, as she had been unable to work out what had been going on in the dark. We had a couple of glasses of Scotch to help wind down from the high of the moment, and taking in the harsh reality of what could have happened.

The next day we heard that Peter, who had been lying across the dinghy seat to ease his pain, had moved suddenly to prepare for coming alongside, and that quick movement had caused the dinghy to tip over.

Yes, it certainly pays to check that your dinner guests arrive home safely !



Committee Roles and Responsibilities

This information is an abbreviated version of that found on the Club website. It is provided for the benefit of more recent members and those who may be considering nominating for a Committee position. Go to www.cyct.org.au/Members/Committee for full details of all Committee positions

A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Editor at editor@cyct.org.au.

Nominations must be received by the Secretary by Friday 24th August

Commodore

The Commodore is the public face of the CYCT and should promote and bring credit to CYCT. The Commodore should encourage camaraderie between members and provide opportunities for exchange of information and promote member interaction.

The commodore's duties include:

- Presiding over Committee meetings and General and Special meetings of members of the CYCT;
- Being familiar with the Club Constitution, and ensure that decisions taken are in accordance with it;
- Ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization;
- Being freely available for consultation by members;
- Ensuring that the duties of Public Officer and other legal requirements are completed.

Vice Commodore

The main role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member.) The Vice Commodore should also organise activities that promote safety on the water and encourage members to extend their cruising horizons.

The other role of the Vice Commodore is to assist the Commodore in the discharge of his/her duties and to officiate in his/her absence.

Rear Commodore

The Rear Commodore's principal role is to arrange and introduce guest speakers or training activities that take place at each general meeting. In addition, the Rear Commodore:

- Provides a report to the editor for publication in the Albatross.
- Arranges club social activities including:
 - February barbeque held at the Mariners Cottage in lieu of a February general meeting.
 - Navigation Cruise Dinner and Club Anniversary Dinner
 - Christmas Function.

Secretary

It could be said that the Secretary oils the wheels of the Club to ensure its smooth running. His or her main responsibilities include:

- Preparing the agenda for General Meetings and Committee Meetings
- Writing and circulating Minutes of General and Committee Meetings
- Dealing with correspondence to and from the Club
- Preparing the agenda for the AGM, including nominations for Committee positions
- Generally taking care of all administrative issues that are not the direct responsibility of any other Committee member

Treasurer

As the title suggests, the Treasurer is responsible for the maintenance of the financial health of the Club. Specific responsibilities include:

- Receiving income from subscriptions, advertising in 'Albatross', interest and payments for social functions
- Banking and reconciling bank accounts
- Reimbursing approved expenses and paying supplier invoices
- Preparing monthly financial reports and annual report (P&L and balance sheet)
- Obtaining quotes for insurance
- Arranging for the annual audit

Editor – 'Albatross'

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer (currently UniPrint) on all matters relating to the printing of the publication.

The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

Membership Officer

The two major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed with the December 'Albatross each year'. This means:

- Maintaining the data base on the web site
- Keeping paper records of application forms up to date and passing application information on to the Editor for printing in 'Albatross'

The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions

Warden

The Warden is responsible for the maintenance of the Club's physical assets, including Mariners Cottage (leased from National Trust/HCC). The Warden is also responsible for the maintenance of Club Honour Boards and photo albums.

Webmaster

The Webmaster is responsible for the maintenance and operation of the Club website. This includes:

- Maintaining a secure database of member details
- Managing Club email aliases
- Managing the content of the website

Note – The Club is currently seeking a Webmaster assistant to help with the creation and management of content for the website.

General Committee Members (x2)

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. For the last two years, one of these positions has managed the Forums program.

**The Cruising Yacht Club of Tasmania Inc
Nominations for Office Bearers – 2014 -15**

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 2nd September 2014

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

(secondor).....(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 2014 – 15 financial year.

POSITION	NOMINEE'S NAME IN	NOMINEE'S SIGNATURE
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
by Friday 29th August 2014 or bring to the AGM

MARITIME MYSTERY OBJECT # 14



What was this item used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

GOING ABOUT

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

Two new moorings for Lady Barron, Flinders Island

The successful applications for the 2014 round of Recreational Boat Funds have been announced. CYCT is pleased to hear that our application for 2 moorings to be installed at Lady Barron on Flinders Island is one of them. The ball is now in MAST's court to find an organisation to own and maintain the moorings on an ongoing basis. We'll keep you informed of progress!

Other successful projects that may be of interest to members include the reinstatement of the starboard mark in Little Oyster Cove, construction of a landing at Huonville and the state-wide VHF base and repeater network (reported in last month's Albatross).



New Exemption 18 leads to improved recognition of RYA-YA Yachtmaster Certification

Yachting Australia have announced improved recognition of RYA-YA Yachtmaster Certificates of Competence for Commercial Sailing Vessels. The National Regulator, the Australian Maritime Safety Authority (AMSA) has released a new version of Exemption 18, valid from 1st July 2014 titled the Marine Safety (Sail) Exemption 2014.

This version removes requirements for STCW (International Convention on Standards of Training, Certification & Watchkeeping for Seafarers), study of 'Domestic Regulations' and requires no application forms. Simply speaking, if you meet the requirements of Exemption 18 you are legal to operate within the specified limits.

Key benefits for the Industry include

- Internationally recognised qualifications for Australian seafarers
- Skippers or Masters with a more relevant skill set
- Improved operational safety for vessel owners
- Reduced red tape
- Opportunity for experienced skippers to enter workforce via assessment only



Dispatches from the Dardens

Club members Steve and Dorothy Darden are currently cruising around New Caledonia on *Adagio*. Enjoy reading about their adventures and doing a bit of armchair cruising by following their journal at: <http://adagiojournal.com/>

Recipe: When you only catch one fish!

Mark Stephenson

With only one smallish salmon caught and two mouths to feed, it seemed finger food was the best option.

So fillet the fish (or get someone who knows what they are doing to do this for you) and then cut into bite size pieces.

Mix up the batter. (I didn't have a recipe onboard for batter, but I knew it had flour, egg and milk. Any reasonable cruiser would have a recipe onboard, but if you are like me and don't, use about a half cup of flour, tip into a bowl and break an egg into it, mix together with enough milk to make a slow moving batter.)

Add the fish to the batter and coat each piece well.

We use a 2 burner metho stove for our cooking, and I used a small but high sided saucepan with about 1 inch of oil, and heated till hot.

Use a fork and add a few pieces of the fish at a time to the oil and cook 2 minutes or so until the batter is coloured.

Lift out, and place onto paper towel to absorb any excess oil, and keep warm (No oven onboard so I use a desert bowl then invert another bowl to sit on top). Repeat the process.

When all pieces cooked, take up to the cockpit with a sweet chilli sauce for dipping, and 2 glasses of chilled white wine. A great accompaniment for motoring in calm seas to the next anchorage. Enjoy !



**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 1 July 2014**

MINUTES

1. **Opening**
Commodore Stephen Newham opened the meeting at 8 pm
2. **Attendance**
Thirty-eight members registered their attendance, there were ten apologies, and three guests were introduced. The attendance sheet is filed with the official copy of the minutes.
3. **Minutes of the last meeting (May 2013).**
Were in the July Albatross. These were confirmed and signed.
4. **Introduction of new members and presentation of burgee**
There were no new members presented with their burgees at this meeting, but several prospective members introduced themselves:
Gordon and Jan Armstrong (Gordon was formerly a member when Donald Sutherland was Commodore)
Maureen Bryan
Sally Tisdell
5. **Vice Commodore – Alan Gifford**
Alan reported on the combined clubs cruise to the Huon (reported in *Albatross* and a great success), and pointed out that although the Nubeena mooring is due to be serviced now, it may be some months before it is done. In discussion it appeared that the mooring is not getting heavy use.
On behalf of the Rear Commodore he noted that the Annual Dinner will be on August 2nd at the Hope and Anchor, Macquarie St not far from Constitution Dock. The charge will be \$45 with a cash bar, and information about bridge timings for entering Con Dock will be distributed by email. It is requested that boats be dressed with lights, as was done for Dark MOFO.
6. **Rear Commodore – Kim Brewer**
Was an apology. On her behalf, Tony Peach reported on the Dark MOFO cruise; there were 15 boats, there were drinks and nibbles aboard *Vailima*, boats were dressed with lights, and the event was spectacular (again, see *Albatross*).
7. **Treasurer**
Was an apology.
8. **Other comments.**
Barry Jones reported that Dennis Alexander passed away last week, aged 96. Ottmar Helm reminded members of the Maritime Market, 19th July at Kettering. We have 15-20 tables booked so far, including some from commercial chandleries. There will be a BBQ at KYC afterwards.

Jackie Zanetti noted that (contrary to the picture in *Albatross*) we have been reminded that the pontoon at Quarantine Bay is for dinghies only, not designed for larger vessels to come alongside. The Friends of the Quarantine Station are working on improved visitor facilities at the potting shed and when these are completed, it may be an occasion for a cruise and BBQ. Jackie also reminded members of the Annual Dinner Photo Competition – closing July 11th.

Margaret Jones reminded us that three Flag Officers end their terms at this year's AGM – as a former Flag Officer, she said that it is not too hard, that many people will help and advise you, and she urged members not to hang back, but to take the plunge and nominate for Committee positions.

Ottmar reported that the first Forum for this winter – on exhaust systems – attracted about 20 people and was very interesting. The next is on batteries. Forums are in the training room at DSS, on the 4th Tuesday of each month.

Lew Garnham reported that MAST have approved a landing at Huonville, which will be very handy for members cruising that far up the river.

The Commodore reported that MAST have approved our proposal for two moorings at Lady Barron Island; before they can go ahead, we need to identify who will own them and take responsibility for maintenance.

9. **Formal business closed** about 8:20 pm with a break to charge glasses.

10. **Guest Speaker**

Vice Commodore Alan Gifford introduced Sergeant Damian Bidgood, Crew Chief for the Tasmanian Police Helicopter Rescue Service. Alan said that Sergeant Bidgood had spent 8 years in Army Transport and then 22 years in the Tasmanian Police force, 14 of them in Search and Rescue. He is married with 2 boys. He became a police diver and member of the S&R squad in 1992, full-time in S&R since 1994 when he also became a helicopter crewman. In 2002 he became Crew Chief of the Police helicopter rescue service. In 2008 he was promoted to Sergeant and sent to Burnie but by 2013 he had returned to full-time S&R as crew chief.

Alan reminded us of the scenes of the 1998 Sydney-Hobart race, with helicopters and surface vessels working in dangerous conditions and arriving back almost out of fuel; not a job for the faint-hearted!

Sergeant Bidgood outlined the operations of the helicopter, especially as it relates to boaties. A few notes follow:

He explained the responsibilities of the Police group (vis-à-vis the ambulance service and AMSA)

The helicopter is a multi role BK117 aircraft (with another as backup), pilots provided by Rotor Lift and crew, as applicable, either Police or Ambulance officers. It is capable of carrying two stretcher patients, has a 30 million candle power night sun ("a big torch") but also the newer technologies of night vision goggles and a forward looking infrared camera.

There are fuel bases around state, to extend the aircraft's 2.5-3.5 hr endurance.

The Police Dive Squad is 21 people, working under commercial standard AS2815.2 – it does not need to be higher than this, because their work is not

using tools underwater, but concerns evidence, property, and people, mostly in shallow water. The divers do 19 training days a year.

The S&R service is divided into three squads in different regions of the State, a total of 15 police; in operations they are supplemented by the SES and volunteers, including bush walkers and cavers.

Damian showed pictures of rescues and explained the techniques. Winching people up is a last resort – landing, or a skid hover, is preferred.

In response to questions:

Yes, we do get epirb calls for minor problems; the positive side of the general use of epirbs is that long searches are now rare.

Drones? Yes, this technology is coming into use.

When does the helicopter substitute for ambulances, for remote accidents? An assessment is made by the ambulance service based on risk, urgency, accessibility, cost etc.

Do you get called for people with the bends? Yes, quite commonly (we have to fly low!)

Damian commented (and I think members of this club, which emphasizes competence and safety, took it as a compliment) that boat jobs are relatively rare in this State – most calls are to bushwalkers, with road accidents a close second.

Alan Gifford thanked Damian for a most interesting presentation, and

11. **Closed** the meeting at about 9:40 pm.





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