

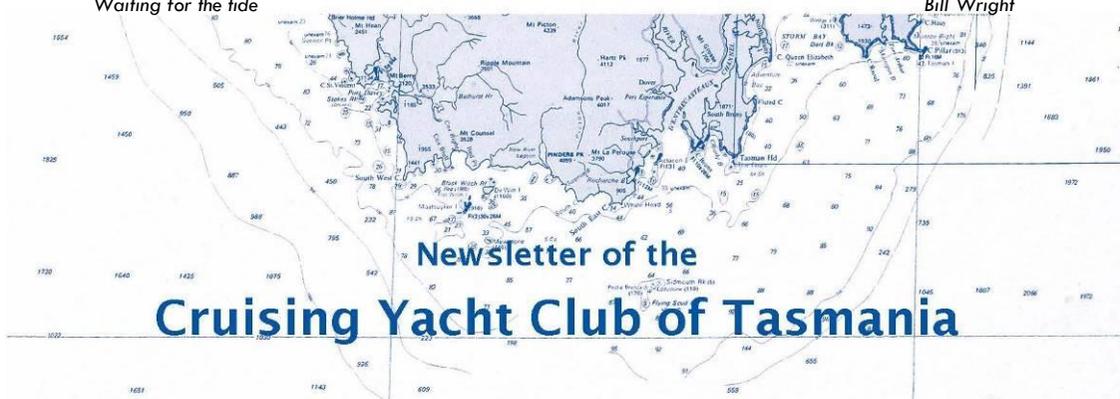
# Albatross

Volume 40 No 9 October 2014



Waiting for the tide

Bill Wright



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**

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<b>Vice Commodore</b>		
<b>Tony Peach</b>	H 6229 4850	<i>Westwind of Kettering</i>
<b>Rear Commodore</b>		
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**Life Members**

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Doris Newham

Chris Creese

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**Send all material for publication in 'Albatross' to the Editor -  
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## Contents

CYCT CALENDAR.....	2
Editorial .....	3
Commodore’s Report .....	4
Vice Commodore’s Report .....	5
Rear Commodore’s Report .....	6
Introducing New Committee Members .....	7
Introducing New Members.....	11
Extract from the log of <i>Africa</i> .....	13
GOING ABOUT .....	15
A summer cruise in winter .....	16
Marks of the Stonemason .....	18
<i>Léonié’s</i> first cruise .....	22
Passage making at night – how to do it safely .....	23
Project Philippines.....	25
Recipe: The Best Scrambled Eggs!! .....	28
39 <sup>th</sup> Annual General Meeting Minutes.....	29
September General Meeting Minutes.....	32

### 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.

	<b>CYCT CALENDAR</b>
<b><u>OCTOBER</u></b>	
Sat 4 <sup>th</sup> – Sun 5 <sup>th</sup>	<b>Cruise:</b> Combined Clubs Open Day
Tues 7 <sup>th</sup>	General Meeting – @ DSS 8:00pm Speaker: Jon & Barbara Tucker
Tues 14 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Tues 21 <sup>st</sup>	Women on Boats meeting @ DSS 5:30pm
<b><u>NOVEMBER</u></b>	
Tues 4 <sup>th</sup>	General Meeting – @ DSS 8:00pm
Wed 5 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Sat 15 <sup>th</sup> – Sun 16 <sup>th</sup>	<b>Cruise:</b> Montrose / MONA
Tues 18 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm

Visit [www.cyct.org.au](http://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](http://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**

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**Editorial**

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It's spring in Tassie! It's a hot and windy autumn in Port Saint Louis du Rhone – it only serves to make me long for the D'Entrecasteaux (and it starts me fretting about getting my garden ready for planting). We'll be home before you know it, and hopefully our new boat will arrive in Newcastle sometime before Christmas!

We have quite a few new members on the committee. I've managed to persuade each of them to submit a short biography to introduce themselves, although most of them you'd probably already know as active club members. There's also an exciting new cruise calendar to look forward to for 2014-15.

I'm pleased to be continuing as editor for another year. I've been delighted by the variety of contributions that I've been sent over the last two years. I especially enjoy getting first time stories/articles. I really, REALLY couldn't put together this newsletter without all of you. And if you've never written anything for the Albatross, there's no better time to do it. I'll remind you that there's an editor's prize for the best contribution of the year.

Even if you're not a writer by nature, let me know if you see anything of that might be of interest to members elsewhere (it would be nice if you asked permission of the author/publisher to use it so that I don't have to chase them myself).

Anyway, take a break from your spring boat chores and enjoy another Albatross!

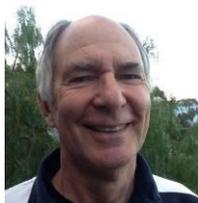
Jackie



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## Commodore's Report

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As I write this, spring seems to have sprung beautifully. A few more sails are appearing on the Channel.

As new Commodore, I have little to report, but I would like to thank the members of the new Committee for taking on the various roles, and the former Committee for running the club fantastically well over the past year. Many of its members are staying on but we farewell our past Commodore, Vice Commodore, Rear Commodore and Treasurer. I am confident the new team can figure out the ropes!

The main action recently has concerned the development application for Alexanders Bay. As you will know the Club made a representation at the beginning of September, as did a number of individual club members, and we'll inform members as the matter progresses. Former Vice Commodore Alan Gifford is kindly continuing to act as contact point for this matter. I'd like to thank the team who took the running on this at short notice: Alan Gifford, Tony Peach, Patrick Stanton, Mike Ponsonby and Kim Brewer.

We can look forward to an exciting club year. Tony Peach is working on a cruise calendar full of variety, the Australian Wooden Boat Festival in February will keep some members busy, and next year is our 40<sup>th</sup> anniversary; the Committee is considering how to celebrate it.

Alan Butler

The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labours hardest, so noisy and impatient when least effective.

- Henry David Thoreau

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## Vice Commodore's Report

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available to the Club.

My first report is tinged with anxiety. During the past couple of years the Club has had the good fortune to expect flawless organisation of cruises and social events. These functions were arranged by the previous vice and rear commodores respectively, namely Alan Gifford and Kim Brewer. The size of the shoes they have left for the new incumbents is formidably large. I am sure we all wish Kim and Alan all the best for the future and hope that their skills will continue to be

Well it's spring and time to check on your anodes, stern gland, cutlass bearing, anti-foul, and for the wind reliant among us, your sails and rigging. Don't ignore those maintenance tasks.

Let's hope we all experience a season of fair weather and safe cruises. The safe portion of the previous statement is controllable. I strongly recommend that any skipper planning an hour, a day, a weekend or a month on the water, carry out all possible necessary maintenance, safety-gear checks, weather report investigations, and then do all again to confirm. Your crew and passengers will be relying on you to have performed these checks and forward planning. Should abnormal circumstances arise during a cruise, you will be the person responsible, and therefore will have to make the necessary decisions in order to mitigate the problem at hand.

Later in this issue, there is an extract from the log of *Africa* during her Hobart to Mooloolaba during April this year, the early portion included joining CYCT on the Freycinet cruise. The Skipper, David Norman and his crewman Tony Purkiss have thousands of hours of experience, including a dozen Sydney Hobart races each. The incident and the recovery demonstrates their cool heads and recovery.

Coast Radio Hobart has been re-named **Tas. Maritime Radio** (TMR), because two new VHF base stations have been install and commissioned along the West coast, at the Elliot Range and on Mount Reid, extend the TMRs range to 2/3 of the Tasmanian coast. These stations are claimed to provide coverage from "near Port Davey to north of Sandy Cape". It is also hoped by the end of 2014 that the radio repeater on Maatsuyker Island will be replaced with a base station. Until it is, remember channel 82. This will provide a one-stop-shop from the north end of Flinders Island clockwise to Sandy Cape on the west coast. I urge all of you to join TMR and "log on" at the beginning of every trip and remember to "log off" at the voyage completion.

Have a safe and enjoyable cruise season.  
Tony

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**Rear Commodore's Report**

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Catrina has been travelling and doesn't have a report for this month, but we look forward to hearing from her next month.

**General Meeting, 7 October**

Jon and Barbara Tucker raised five sons and took them voyaging offshore in their ketch "New Zealand Maid". Travelling the South Pacific, the boys explored deserted islands, learnt to steer and navigate and experienced nature at very close quarters. All have become successful seafarers - his son Ben sailed a 34-footer to Antarctica with Jon and brother Matt as crew. Seeing how boating taught children lessons in self-reliance, responsibility and provided elements of danger and adventure inspired Jon's latest series of children's novels. In his "Those Kids" series, children find themselves in situations involving physical challenges and moral dilemmas. They are set in maritime locations ranging from Tasmania to Pittwater and NZ. Jon will talk about bringing up five sons on the water and the idea that kids need physical challenges and adventures in a world of computers and virtual adventure. Jon will have copies of his books to sign.

Dinner will be available from 6pm at Derwent Sailing Squadron. Please RSVP [rearcommodore@cyct.org.au](mailto:rearcommodore@cyct.org.au)

**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](mailto:editor@cyct.org.au))

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## Introducing New Committee Members

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### **Alan Butler, Commodore:**

I feel very humble, taking the chair of such a distinguished cruising club. My own cruising has been tame, compared with many members.

I've messed about in boats of many kinds most of my life, and owned too many to mention, mostly off-the-beach dinghies. My "cruising" boats have been a Caper Cat 14, a Hartley TS16, a jarrah-planked 24' sloop, *Andrina*, of unknown design but rather Maurice Griffiths-like, and a Jarkan 10.5, *Velella II*. Sadly, we have had to give *Velella* up, but we still have her tender, *Velella III*, fitted with a sail! I've sailed in South Australia, Western Australia, Queensland, New Caledonia, Fiji, the UK, the Med (southern France) and of course Tasmania, but never enough. My obsession seems to have rubbed off on one daughter, who now, with her husband, is a CYCT member; the other one lives in Bolivia, far from the sea!

Away from sailing, I was a marine ecologist by trade, teaching and doing research in the Zoology Department of the University of Adelaide for 24 years, then moving to CSIRO, which took me to Perth, Hobart, Brisbane and back to Hobart. But don't ask me about sharks and whales ... I studied invertebrates that live attached to the seafloor (mostly, what boaties call "fouling animals"). Most recently, in CSIRO, I've been concerned with the management of marine systems and, although retired, I'm still involved in a project called "ocean futures".



### **Tony Peach, Vice Commodore:**

I completed a Mechanical Engineering Cadetship with the Tasmanian Hydro Electricity Commission in 1968. During my cadetship I commenced SCUBA diving from a 10.5 foot dinghy fitted with a 4HP Mercury outboard. After graduation this progressed to a 15 foot plywood runabout with a 50 HP pull start Mercury. The plywood boat made it to Cape Bruny, and Adventure Bay, sometimes starting

at the Hobart Regatta ground.

During 1982 I accepted an international posting to Cleveland, Ohio, USA and spent ten winters there, and boat less.

On my return to Tasmania in 1990, I purchased a more serious dive platform, a 20 foot fibreglass trailer boat. This was generally launched at Dru Point, near Margate and frequently motored to Wedge Bay off Nubeena and Trumpeter Bay outside Bruny Island.

My first non-trailer able boat was a 32 foot Bayliner, then progressing to a 36 foot Fly-bridge Markline. All the previous vessels were of the planning hull type and performance was nothing less than 15 knots, mostly 25 to 30 knots.

In 2008 I sold my mining equipment manufacturing company that I had founded in 1990, retired and purchased my current 40 foot Nordhavn, the long range trawler *Westwind of Kettering*. Although the speed is down to 7 knots, aboard *Westwind* I've visited the Furneaux group on multiple occasions, circumnavigated Tasmania 3 times, visited the Gippsland Lakes in Victoria and adventured to Lord Howe Island, these longer trips have been combined with hundreds of local social and fishing trips from Kettering. In summary I've skippered *Westwind* for slightly over 20,000 nautical miles during the past six years.



**Catrina Boon, Rear Commodore:**

My sailing career began by default when I married Brendan and has grown from there. Our first yacht was a 36 ft Adams which Brendan built in our back yard. We have now moved on to a Zeston 40 which we sailed back from Melbourne last January. We joined the CYCT about 5 years ago and have enjoyed many guest speakers, forums and cruises since. I have been an active member of the Women on Boats group and have really benefited from the activities, camaraderie, and

informative meetings within this group.



**Alex Papij, Treasurer:**

Accidentally volunteering for treasurer now means I have to write this bio. First boat was a mirror dingy I built that taught me a lot of basics. After that I took the leap into keel boats with *Tamahine*, a Compass 28. After a few years, the world of jobs, changes of cities across Australia and family resulted in many, many years of no sailing. But during all these life matters and the accompanying sailing drought, my career took me to sea in research vessels, navy ships and cargo

ships around Australia, NZ, PNG and Antarctica. I still kept whinging and moaning about wanting to have a sail boat and in end Jackie said either get one or shut up. And so we got *Chaika*, a Jeanneau 36i. After 2 years of great fun on it we decided to go the next step and we have just bought a Hallberg Rassy 40. As I write I am on board in Port Napoleon in France, waiting to sail to Genoa for loading onto a ship for transport to Newcastle. The name of this HR40 will be changed by the time we arrive in Hobart. As for treasurer type of things, I can count and add up, I've used business accounting software for 20 years and hopefully I'll do an OK job for the club.

**Leigh Miller, Committee Member:**

Retired educator, started sailing on the Derwent in 1978 with a 35 foot Tasmanian built huon pine sloop *Waskasoo* (formerly *Nalara*) and then moved to the north of the state and sailed The Bass Strait for a number of years before moving to the East Coast where we owned a 30 foot bilge keel sloop, *Tevake*, that we kept adjacent our property at Little Swanport. Made the return to Hobart in 2012 and purchased *Fleur de Lys*, a Bavaria 40 which we currently sail out of Kettering.

**HOW TO RACE A SAILBOAT (a simulator)**

- Call seven friends Friday night, have them all meet you at your house at 7:00 am tomorrow, sharp.
- Have your friends clean your house, and haul everything from the basement to the attic.
- After the house is clean, everyone wraps themselves from head to toe in plastic.
- All eight of you cram together in the bathtub. Point a large fan at the tub and turn the shower on cold.
- While yelling and swearing at your friends at the top of your voice, tear up \$100 notes.
- Do this for six hours.
- At the end of the six hours, everyone gets out of the bathtub and walks around the house, dripping wet.
- Have all your friends clean your house again and take the stuff from the attic back to the basement, then
- take them all out for a drink.
- Invite them to come back next weekend and do it again.

## **APPLICATIONS FOR MEMBERSHIP**

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(No applications this month)

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**

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Stephen and Lisa O'Bryan  
**SCHOUTEN PASSAGE**

Heather and Alan Gluyas (*Shadie*)  
**SHADIE**

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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## Introducing New Members

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### Stephen and Lisa O'Bryan

New members Stephen and Lisa O'Bryan have, with old friends and CYCT members Phil and Wendy Kennon, recently acquired the Wilson built 35' timber yacht that for most of its time in southern Tassie waters was named *Nattai*, but was recently renamed by its last owner *Schouten Passage*.

Like Phil and Wendy, they are Melbourne based. It is about Steve's 12<sup>th</sup> craft over his recreational boating career as he transitions from a decades long game fishing outlet to some largely sedentary cruising in the channel region out of Kettering plus some fishing down south.

The couple have, over the years, sailed their own smaller yachts in the Gippsland Lakes and in recent years, hired larger ones there. They have also sailed with the Kennons a number of times out of Kettering in their 25' motor yacht *Credence* – well built by club member Richard Taylor in the 1960s – in which they participated in last years' CYCT Queens birthday weekend cruise up the Huon.

They love all parts of Tassie, having come here regularly since early in their now over 30 years of wedded bliss.



*Schouten Passage*

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### Heather and Alan Gluyas

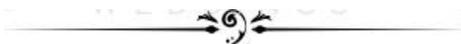
We are recent Tasmanian imports and we originally brought our 38 foot sailboat *Brite Star* with us from WA. We have both been sailing for many years anything from small dinghies, windsurfers to bigger yachts and the intention was to continue to sail in the beautiful waters of Tasmania. However, local cruising conditions and limited cruising time due to misguided estimates of free time in semi retirement have caused us to go over to the dark side. We now have a 38 foot displacement cruiser, *Shadie*, with much more comfortable accommodation and less pulling on wet strings.

Alan is a marine surveyor who does mysterious things in the oil and gas industry. He also does small boat surveys when he has time. However, at the moment he still spends half of his time in WA and other places so that he can pay for expensive hobbies. Heather is a university lecturer who teaches on line for a WA university. Our Schnauzer fur child Zebbie does very little, but does enjoy boating especially on a boat that doesn't tip him off seats at inconvenient times.

*Shadie* lives in the marina at the end of Ferry Rd in Kettering- which we love as it is at the end of our driveway.



*Shadie*



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**Extract from the log of Africa**

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Tony Peach

*Following is an extract from the log of the yacht Africa, a Bavaria 38 that joined the CYCT cruise from Hobart to Freycinet during March 2014. Africa continued north from Freycinet to Hervey Bay (Her home port) Queensland. Below the details of an incident that occurred off Cape Morton during the cruise is detailed. It is interesting to see the detail that experienced skippers use in their log.*

**28th April****0100hrs** - 9 mls NNW Cape Byron

1018.8hPa, 21\*, SSW light, smooth seas, bit of a joggle, drizzle, distant lightning, COG 355\*T, SOG 6.5kts, now on Port gybe, motor sailing with 1st reef in main, not as dark now due to foreshore lights reflecting off the low overcast.

**0400hrs** - abeam Point Danger

1017.7hPa, 21\*, SSW 20kts, quartering seas a bit rocky & roly. o/cast with drizzle patches, COG 355\*T, SOG 7kts, still on Port gybe, 1st reef in main + motor. Storms have dissipated, shore lights clearly visible. Weather forecast for a Tuesday Bar crossing may not be good due to forecast strong wind warning and 2-2.5m swells. Will reassess when approaching Mooloolaba, might call in Monday evening and leave early Wednesday morning to cross Bar Wednesday afternoon.

**0600hrs** - abeam Surfers Paradise.

1018.4hPa, 21\*, SSE 15-18kts, uncomfortable quartering sea, o/cast with rain for the last hour, it is a grey dawn, rain has knocked down the sea a bit, motor sailing with 1st reef in main. COG 355\*T, SOG 6.5kts, looks like we are doing 8's+ through the water but there must be heaps of S'ly current.

**1115hrs** - abeam Point Lookout

1018.8hPa, 21\*, wind has varied from SE to SW from 5 to 25kts for the past 5hrs. Have been motor-sailing with a single reef in the main. We have had a prick of a quartering sea which has seen the odd round up but auto pilot handling the situation well. It would be fair to say the past few hours have been "character building", in other words shitty. Would be worse in Bass Strait. Since passing Pt Lookout we have had the advantage of a favourable current and have been fair belting along with SOG's in the 9's with 14-16kts on the port quarter. There have been a number of large E'ly swells rolling in at 3-4 metres. Looks like Mooloolaba to night and leave late pm Wednesday for a Bar crossing.

**1215hrs** - sailing along in 15kts SW and BANG a 35kt gust came from nowhere out of the SE, we gybed heavily and we now have a bent boom. Dropping the main was an issue in 30kts plus but we got it down a bit worse for wear. After the tidy up we headed towards Mooloolaba under motor. A bit of a testing time to say the least, but all is OK.

**Bendy Boom incident.**

Sailing north on the eastern (seaward) side of Morton Island, Qld. We were motor sailing

on the port gybe heading for Mooloolaba, with one (1) reef in the main with a forward preventer rigged, 1800 rpm on the motor, with the auto pilot engaged in a 12-14kts South Westerly breeze. There was a choppy sea state with a 1 to 1.5 metre Easterly swell running, SOG 7kts, COG 345\*T, low overcast and drizzle with poor visibility.

In a sudden wind change, which saw the breeze come out of the South East (resultant 90 degree wind change) at 35 knots plus, we suffered an involuntary gybe, which saw the mainsail fly across the yacht from the starboard side to the port side, breaking the forward preventer as it went which meant the boom came to a sudden halt as the main sheet took up the slack (yacht now on the starboard gybe). At this moment the forces on the boom were sufficient to bend it in the middle around the centre attachment point of the main sheet system where it attached to the boom.

After disengaging the auto pilot I looked up over the dodger to see a number of battens had broken away from the Seldon roller car system on the mast and the sail was flapping/flogging uncontrollably and the aft portion of the boom was bent to leeward aft of the main sheet. We were now on the starboard gybe and beam onto the sea. There was no option but to get the mainsail down and stowed as soon as possible. I reset the auto pilot and set the revs on the motor to keep our bow up into the wind and sea as best as could be done with the auto pilot, Tony (crewman) immediately went forward to secure the mainsail. After resetting the auto pilot I went forward to help after dumping the main halyard.

The task of dropping the mainsail was difficult due to the choppy sea state, the 30kt wind and the fact that a number of batten ends had broken away from the roller bearing car system on the mast. This resulted in the mainsail blowing off to leeward and acting like a spinnaker and on more than one occasion the luff end of the batten got caught outside the leeward cap shroud which required a great amount of time and effort to retrieve it and continue lowering the mainsail and securing it into the mainsail bag on the boom.

During the time it took to completely lower and secure the mainsail it was flapping/flogging uncontrollably to leeward which resulted in damage to the luff, leech and the middle panels of the sail. On a number of occasions the both of us had to steady ourselves on the cabin top from being thrown over the side by the lurching yacht by wrapping our arms around the boom and clutching at the boom cover which saw the boom cover tear/rip in a number of places.

After about 20-30 minutes the whole episode was over, we had lowered the mainsail, secured it to the boom and set a course under motor towards Mooloolaba. The breeze had eased a bit but it was still a steady 25kts gusting 30kts.

**1420hrs** - rounded Cape Morton bound Mooloolaba.

1017.0hPa, 24\*, clear and sunny SE 25kts, clear and sunny, moderate sea building E'ly swell, COG 320\*T, SOG 7kts. Large seas approaching the Cape but once we passed the Cape the seas and swell flattened out, still under motor. ETA Mooloolaba 1900hrs.

**1900hrs** - tied up at the Mooloolaba Marina

After what can only be described as a very long day we have just this minute tied up to the Mooloolaba marina. For those amongst us who would like to know how much of a bend

we put in the boom, my only comment is this, if you could find a way to through the f\*\*king thing it would definitely come back, as Neville would say, it is not a stick. Time for some pork spare ribs off the Weber and a Sav Blanc or two.



## GOING ABOUT

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

### Do you know Tasmania?

The Friends of Tasman Island are proudly partnering with the **Launceston Walking Club** to enable southern Tasmanians to enjoy their renowned and spectacular (46th!!) **Do You Know Tassie multi media show**.

There are 3 Hobart shows – 7pm Friday 10 October & 3pm and 7pm shows on Saturday 11 October @ the Law Lecture Theatre UTAS Sandy Bay.

Fabulous FoTI finger food and fluids for sale during interval and both FoTI and the Launceston Walking Club will have merchandise for sale including the 2015 *Lighthouses of Tasmania Calendar* and *Do You Know Tassie DVDs*

There will be fantastic lucky door prizes at each show and a chance to buy tickets in the combined Wildcare groups, Friends of Tasman, Maatsuyker and Deal Islands Australian Wooden Boat Festival Raffle (\$2 per ticket, each of the 4 prizes are really special!!) This is a great family entertainment opportunity.



*The Acropolis*

*J. Green*



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**A summer cruise in winter**

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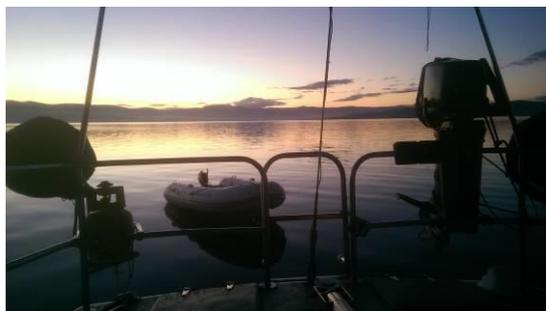
Mark Stephenson

Some weeks ago I put a line through a week in the diary, anticipating a week on the boat, maybe a week in the marina doing maintenance? A few days in a sheltered anchored? Diesel heater on 24/7? Wet clothes? Wet dog? Smelly dog!!

And then we had the week of really bad weather. Gales forecast for the North Coast for 4 days. Then the system moved south and we weren't happy driving to Hobart, let alone take SPINDRIFT up to Constitution Dock and to attend the Annual Dinner.

So we drive south in more settled conditions on Monday 25<sup>th</sup> August. Arriving at 1630, Russell suggests we head off now for Quarantine Bay. Yes, NOW!! The boat is always left ready to go, so literally 20 minutes after parking the car at Oyster Cove Marina, we're

underway. Not shipshape yet, but underway.



Anchored in Quarantine Bay at last light, and the updated Channel forecast had a High pressure system over NZ dominating in the forecast period, with light winds and sunny days. Four days of light variable winds? Really??

A very settled night, and thick fog was noted. Still there when we arose at 0830. But at 1000 we had full sun. So with a zephyr from the NE, we depart at 1200 bound for Little Fancy Bay. And we find dense fog at the entrance to Barnes Bay right across the Channel. A pea souper, with maybe only 50m visibility.

The electronic chart told us of our location, and a VHF call to the ferry Mirambeena assured us she was on schedule and on the other side of the Channel. We motored south blindly until half way across Apollo Bay when the hills above Woodbridge become visible, gradually clearing as we rounded Umbrella Point. There was more fog over the isthmus, with Fluted Cape standing proudly above.

The cliffs at Little Fancy became visible and with flat calm seas and no wind we motored comfortably. Anchoring at 1430 the residual fog had lifted and we were left with full sun and no wind. 17 degrees C in Hobart, and it felt really hot onboard. Just like summer, without the wind!

Come 5 o'clock and with the sun hiding behind low clouds, the diesel heater is turned on, trackies are applied, feet inserted into ugg bots, and a very cozy night was spent onboard. Before climbing into my sleeping bag, I turn on all the mast head lights and see fog, fog, and more fog!!

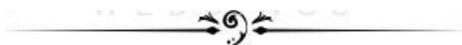
Wednesday morning we woke to fog. Not as thick, and it was clear by 0900. A very damp night of course, all the covers, clears and deck are saturated. We note a wind shift from 2 knots NE to 2 kts SW, then to 2 kts SE. Well, come on, does it really matter? Another glorious day, 20 degrees C in Hobart, 18 degrees at Dennes Point, shorts and T Shirts are de rigueur. And no one else around. Apart from a few seals, squawking gulls, tiny flathead biting our hooks, and 10 different bird calls coming from the shore.

Until 5.00 o'clock, when the diesel heater is turned on again, and after the final drink to the final ray of light, taken in the cockpit, we retire to the warm cabin for the night.

Thursday breaks clear and sunny, and still no wind. Maximum 14.6 at Dennes Point, but it felt like 25 degrees in summer, with us stretching out on deck and sunbaking. We moved to the northern beach in Apollo Bay today, under motor of course. No wind to sail with! Walked up the hill and down the road to the ferry terminal, bought a coffee and sat in the sun watching the Mirambeena arrive, unload, load up, and return. The water sparkled out in the Channel, a rich blue, with the lighter blue sky, and sun streaming across the lightly ruffled sea. And only two yachts out on the Channel.

And then after yet another flat calm night at anchor, it's up early, back to the marina, to pack up and then head back to Devonport, and to work the next day.

And who would have thought we could have picked the right week to head away, and to have so much summer weather, in winter?



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**Marks of the Stonemason**

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Erika Shankley

[Ed. Another fascinating story behind a picture entry in this year's photo competition, "Every picture tells a story".]

A jumble of huge granite rocks, liberally splodged with orange lichen, forms a dramatic foreground to the lighthouse at Eddystone Point. On closer inspection it becomes obvious that their placement is not as nature intended – score marks and drill holes reveal that this area had once been part of a quarry.



*Marks of the Stone Mason*

At a meeting of the Marine Board in Hobart on 8 January 1887, discussion surrounded prices received for construction of a lighthouse and three lightkeepers' quarters at Eddystone Point. The lowest quote, £14,287, submitted by Hobart builders Messrs. W.J. Duffy & Co, was accepted – work, they said, was expected to be completed in nine months.

The company wasted no time - setting sail, later that month, on the *S.S. Warrentinna* "with 25 men as a working party, under the charge of Mr Duffy jnr ..."<sup>1</sup> On board was also a "quantity of material, working plant, horses and drays."<sup>2</sup>

The tower had reached the 20-foot level when an Occasional Correspondent to *The Mercury* visited later that year.<sup>3</sup>

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<sup>1</sup> *The Mercury*, 24 January 1887

<sup>2</sup> *Ibid*

“Three of us left George’s Bay on a gloriously fine morning, September 27, to have a look at *Eddystone Lighthouse*, which is distant about 28 miles.

Upon leaving the Bay we cross the George’s River over a recently constructed bridge, but the road on each side of the said bridge is something to be remembered. Why the Government should build a really good bridge and leave people to find their way to it (if they can) over a morass of black clay of unknown depth is to me a mystery. As a rule, I can get anywhere within reason on horseback, but when my horse sinks in black clay to the saddle girths, gets his hoofs stuck fast, and has to plunge and twist in all directions to extricate himself, I think I may be pardoned for feeling a little nervous. I hope the Government will look to this at once, the whole distance of the really bad road not being much more than a quarter of a mile.”

The group then rode through farmland and crossed the Bay of Fires by fishing boat. After that, it was just “a distance of a little over four miles ... over sandy mounds and hollows covered with heath and native grass” to reach Eddystone Point on foot.

“Having arrived at the camp, which is distant about 500 yards from the *lighthouse*, we were hospitably entertained by Mr. Duffy, the managing partner to the contract, and as it was rather late, we decided to defer our visit to the tower till next morning.



*Remains of crane*

The camp is quite a model in its way. Mr. Duffy’s house, the men’s huts, the store, and stables are constructed with corrugated iron. There is a very good cook and baker in the camp, and an obliging storekeeper. Indeed, on visiting the men’s quarters after tea, we could see that their comfort had been studied, for they seemed quite content and happy.

Next morning we were up early, saw some very fat pigs about. Went to the stable, where we saw three very fine sleek horses, evidently the pride of the contractor. After breakfast we went over to the works. Being a little before time, we saw all the men standing -

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<sup>3</sup> *The Mercury*, 8 October 1887, Page 2: *A trip to Eddystone lighthouse by an Occasional Correspondent*

everyone at his post. Just on the stroke of 8 o'clock a man beat the triangle, when every man, as if by magic, was at his work. We went first to the quarry, where we saw immense blocks of granite being quarried out, squared, and put on the trolleys, on which they were carried to the cutting or dressing shed, from which, after being dressed and numbered, they are taken to the tower. There are rails laid from the quarry to the *lighthouse*, the distance being about 60 yards, over which one horse can easily draw two tons of stone.<sup>4</sup>



The *lighthouse*, which is being constructed on *Eddystone Point*, is of massive granite blocks, on an elevated position, about 50 feet above sea level. The walls at the bottom are 7 feet in thickness, and will be 3 feet at the top. The tower at present is about 20 feet high, and will be when finished about 80 feet high. All the works are being carried on in a very systematic manner. Every stone is measured and squared in the quarry; then at the shed they are dressed, and numbered, every stone being cut and numbered for its place in the tower. In going over the works with Mr. Pirie, the foreman of works, I could not help saying that the building of the tower reminded me of a certain temple of old where there was not the sound of a hammer to be heard. He said, 'Yes, there might be an occasional slight mistake with a stone, but not often.' Besides the tower there

are in course of construction three large cottages of squared granite. The whole work reflects great credit on Mr. Duffy and his foreman.

There are employed on the works 4 builders, 18 cutters, 25 quarrymen, 10 labourers, 3 smiths, 3 strikers, 1 carpenter, 2 horse-drivers, 3 boys, 1 clerk, Mr. Duffy (the foreman), and Mr. Galloway (the Government inspector of masonry)<sup>5</sup>, in all 73 men and boys. ..."

<sup>4</sup>*Report on Aboriginal Lands Amendment Bill Inquiry, 16 August 2013: Plug & feather method of stone cutting.* They would have a drill, a long piece of metal with a sharpened point on it, and another chap would hit it. As they hit it, they rotated around and drilled the hole. When the series of holes were drilled, there were two pieces of metal put in the holes and a wedge down in between it. They would go on and alternately hit each one until the whole rock split. Once it was rough-shaped they would take it up to the workshop. The top, bottom and the two sides are dead smooth and straight, the face left rough.. An engine was bought in on the *SS Warrentinna*, to assist in lifting the stones into position. One horse could pull approximately a two-tonne rock.

<sup>5</sup>*The Mercury, 3 December 1917:* James Galloway had emigrated from Scotland in 1874 and settled in Dunedin, New Zealand. He moved on to Sydney, then Hobart, where he carried on his trade of

“We had not much time to examine things in detail as we would like as two of us had to walk back to Mr. Green’s, and from there ride to Gladstone that day, a distance of 25 miles through the bush. ...”

Construction did not always go smoothly. There was dissension amongst the workers with masons striking for an increase in wages from 12/- to 13/- per day. Duffy & Co had also severely underestimated the time needed to construct the lighthouse and cottages, applying for several extensions to their nine-month contract. Nevertheless, Marine Board architect, Robert Huckson, reported favourably on the work.

A number of “gentlemen interested in these matters”<sup>6</sup> assembled at Kennedy Brothers Derwent Foundry on Friday 17 February 1888. On display was a section of the spiral cast-iron staircase destined for the lighthouse. Each tread and riser had been cast in one piece, “the treads ... lightened by diamond-shaped perforations, offering a very secure foothold.”<sup>7</sup> When completed the five flights would give access to the intermediate slate landings and the lantern room, 80 feet above the ground.

The lantern room with its Chance Brothers 1<sup>st</sup> Order lens and light apparatus,<sup>8</sup> had arrived on board the S.S. Arawa on 3 June. However it wasn’t until work on the tower was finally completed on 10 August 1888 that the builders handed over to Marine Board engineer, J.R. Meech, to complete the installation.

At last, nearly 2½ years after work had commenced, the light was finally lit on 1 May 1889. Visible in clear weather for 17½ miles, a short paragraph in *The Mercury* on 11 May 1889 noted that “the new lighthouse at Eddystone Point was opened, and the light worked admirably.”




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stonemason. The lighthouses at Mersey Bluff, Low Head and Eddystone Point were erected under his supervision. At the time of his death in December 1917, he was living at Gladstone.

<sup>6</sup> *The Mercury*, 18 February 1888

<sup>7</sup> *Ibid*

<sup>8</sup> Due to bird strikes during the muttonbird season, the main light was turned off on 23 February 2011 and replaced by a Vega VRB-25 lens, mounted on the balcony - visibility being reduced from 26 to 20 nautical miles. This was to have been a temporary measure, but it appears to now be permanent, although the original Chance Brothers 1<sup>st</sup> Order lens is still in place.

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**Léonié's first cruise****Maureen (Maudie) Bryan**

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(Ed. – Here's a first time trip report from new members Maureen and Ern Bryan on Léonié. In addition to the boats mentioned below, Juliet also participated in the cruise, opting to overnight at Richardson's Beach, along with Westwind of Kettering.)

We logged in to Tas Maritime Radio and left Prince of Wales Bay Marina at 10.00 and headed down river. The forecast winds of 5-15 kn became a musical symphony. I had on board friend Judy Field and CYCT member Sue Dillely. We were overtaken by two teams of 8 rowers and their support vessels. MRI zoomed past and then overhead the RAAF Roulettes danced in the sky. We had a reef in the main and just as well as the wind instruments reached a crescendo a 20 kn gust tried to put us down in Cornelian Bay as we tacked down river. We rounded her up and discussed our options.

As we tacked towards Lindisfarne, with a serious reef in the genoa, we watched the rise and fall of the wind orchestra and the smoke display of the overhead jets as they celebrated National Air Power day. The wind softened enough for us to press on under the Tasman Bridge and en route to Ralph's Bay.

The soft, barely heard piccolo left us floating off Droughty Point as we waited for Tony's 13.05 radio call. As I pulled down the sail I provided MOB retrieval practice. I had caught my shoe on the rigging. Boat hook in hand and Sue on the tiller, we spun to the tune of the soft violin. Sally and John and Skye Tisdell on *Freedom* approaching, and Lyn and Tony Peach on *Westwind* anchored off the beach along Droughty Hill, may have wondered at our dance. Shoe recovered we accepted Tony's invitation to raft up to *Westwind of Kettering*.

We enjoyed Lyn and Tony's hospitality and waved to Gus as he motored past on *Stormfisher*. Too soon it was time to head home, we had a brief chat to Sally and John then went to meet the full orchestra again.

The sounds were coming in all directions and we were busy with non-stop adjustments. Motor on and eventually heading in to a robust south-westerly trumpet crescendo, we saw the *Lady Nelson* follow us under the Tasman Bridge then turn and unfurl her beautiful sails, we watched the big Australian fur seal spinning and twirling and MRI on her journey, where she never fails to give us waves to ride.

We tied up at 17.30 and logged off. A day to remember.



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## Passage making at night – how to do it safely

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*(Ed.: This article has been borrowed with permission from Franklin Marine.)*

There are times when you need to make your way down channels at night. Long offshore passages inevitably mean traveling at night. Certain extra precautions need to be taken into account when on the water in the dark.

Some gear is essential, like navigation lights and a good compass with light to steer by.

A large easy to read card on the compass makes a big difference to long hours concentrating at the helm. A red card with white letters is my favourite, with a 125 mm card being a nice size on a reasonable size boat. These are not an expensive upgrade when your old compass is faded and unreadable. Small compasses on power boats are great back up if your fancy GPS packs it in. Giving a crew member a compass course to steer by gives certainty to the course. Compass lights are notorious for failing so check your light action; a small torch taped to the compass is a good back up.



*Navigation compass with white letters on red card - note compensation bars*

Make sure your port, starboard and stern lights are working and not obscured. A tri-colour on a yacht mast is seen from a greater distance and gets the bow lights out of the eyes.

Emergency battery operated navigation lights are cheap and easy to rig when the power goes out or if there are no nav lights aboard.

Plan your course before departing or nightfall, know what lights are available to guide you on the way and what flash signature they have.

Check your chart or plotter for dangers like reefs, headlands, moored boats or fish farms, all of which can spoil your happy times if you hit them, especially at speed. If you are uncertain of your position, slow down and have good look to orientate yourself. Double-check the chart, lights or any land that is obvious.

Night vision is the ability to see shapes in the dark; your eyes will adjust after a while and you can see quite well with practice. Night vision can be badly affected by having a whitelight or a torch turned on in the boat. Don't let that helpful crew turn on any lights when doing tasks aboard.

By having a red or blue night light in the cabin or cockpit you can see to move around or make a cuppa without affecting the helmsman's night vision. Head torches can be a real problem when on the head of an uneducated crew, so turn them off or angle them down when looking aft to the driver.

A flexible chart light is essential on larger boats and means you can see the chart without having a cabin light on. Engine room lights are great to check and work on the engine when you are under way at night.

Spotlights and torches have come a long way in the last few years and have a long range, if you have a good one. This can be essential for entering port or mooring areas.

Depth sounders and radars are nice for night navigation if you have them aboard.

You can use the light trail from shore lights to give a passage route when you are entering a well light bay.

Keeping a sharp look out is your best plan to avoid collisions at night.

Beware of fishing vessels that may be towing gear and have limited maneuverability; they should be running appropriate navigation lights.

Commercial shipping should be given a wide berth. Don't expect them to give way, even if you are in the right; dead right is still dead.

When you have built up some experience passaging at night it is a simple job, especially with a good moon. If you haven't yet done a night passage, make the time in a safe area to build up your skills, as you never know when you may need it.



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**Project Philippines**

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Kim Brewer

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As one disaster after another hits the world, we tend to feel overwhelmed by the suffering and by our inability to do anything tangible to help. Fortunately there are a few mad fools who jump in, boots and all to make a difference, often at great cost to themselves. Such a situation is unfolding here in Hobart where a Lindisfarne couple have taken on the Herculean task of refitting the 140ft ex-fishing vessel *Corvina* and loading her with supplies to deliver to the Philippines, to aid victims of Cyclone Haiyan/Yolanda.

Anna Ladesma was born into a poor community on Bohol Island, in the centre of the Philippines and from the age of 14 worked to support her family. Obviously a determined and smart woman, she was working for Cebu Salvage Corporation when she met Malcolm McDougall, Tugmaster and owner of the Lindisfarne bay Boatyard. Visiting survivors of the 2013 cyclone, Anna and Malcolm were deeply frustrated by the lack of government aid. Back in Hobart, Tasports were looking to dispose of a very sad-looking *Corvina*, which had outstayed its welcome on an outer berth and Malcolm saw an opportunity. No doubt he and Anna took a very deep breath before agreeing to purchase the boat for a nominal sum and they have set up a non-profit corporation to raise funds. They aim to transport goods to the Philippines, then turn the vessel into a trading and training ship.

In their words:

*Our objective is to get Corvina seaworthy for a one way trip to the Philippines, filled with all sorts of items that people can give, like non-perishable food, clothing, bedding, building materials mainly hospital and education equipment etc on the way to help get the hospital and schools a little more in control, 8 months later still no support from the government.*



*To make it all happen we need support of all kinds, so far local businesses and people with all the right qualification have donated their time and products to get this venture under way, what we need now is financial support from the people of Australia. This will help Anna achieve helping and supporting the needing in ongoing devastated areas around the Philippine islands. To sail Corvina on a 21 day voyage to Cebu we will need about 80,000lt of fuel costing \$130,000, stores, navigation gear, and crew support, engine oils, spares etc, is a further \$70,000 totalling \$200,000. Another 300,000 to have the vessel imported and brought to their survey requirements to trade and kick start the foundation in the Philippines, the project will generate spinoffs and employment for a lot of people in need.*



## **What a life**

*The businessman was at the pier of a small South Pacific Island village when a small fishing vessel, with just one fisherman, docked. Inside the hold of the small boat were several large grouper. The businessman complimented the Islander on the quality of his fish and asked how long it took to catch them.*

*The Islander replied, "Only a little while."*

*The businessman then asked why didn't he stay out longer and catch more fish?*

*The Islander said he had enough to support his family's immediate needs.*

*The businessman then asked, "But what do you do with the rest of your time?"*

*The fisherman said, "I sleep late, fish a little, play with my children, take a late afternoon nap with my wife Helia, stroll into the village each evening, where I sip rum and play guitar with my friends, I have a full and busy life."*

*The businessman scoffed, "I am a Harvard MBA and could help you. You should spend more time fishing and with the proceeds, buy a bigger boat with the proceeds from the bigger boat you could buy several boats, eventually you could have a fleet of your own fishing boats. Instead of selling your catch to a middleman you could sell directly to the processor, eventually opening your own cannery. You would control the product, processing and distribution. You could then leave this small fishing village and move to Australia, then LA and eventually NYC where you will run your expanding enterprise."*

*The South Seas fisherman asked, "But, how long will this all take?" To which the businessman replied, "15-20 years."*

*"But what then?"*

*The American laughed and said that's the best part. "When the time is right you would announce an IPO and sell your company stock to the public and become very rich, you would make millions."*

*"Millions, really? Then what?"*

*The businessman said, "You could then retire, and move to a small fishing village where you could sleep late, fish a little, play with your kids, take a late afternoon nap with your wife, stroll to the village in the evenings, and sip rum and play your guitar with your friends."*

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**Recipe: The Best Scrambled Eggs!!**

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Mark Stephenson

I have tried for years to perfect the art of a scrambled egg, and have never been successful. Always dry, or tough, never creamy and moist.

Until a holiday in Indonesia last year, when the hotel breakfast staff showed me how to craft the perfect scrambled egg.

Use a non-stick frypan, 200ml (8 inches) in diameter, and cook only 2 eggs per person at a time. Doubling up, or using a larger pan, takes a lot longer and the result is not as good.

Break 2 eggs (free range are best) into a bowl and mix with a fork until combined, and a little frothy. Add 2 tablespoons of milk, salt and pepper, and mix together.

Heat the pan to a medium temperature, then add a dob of butter (or teaspoon of olive oil). If it browns quickly, the pan is too hot, so remove from heat and cool, wipe out, and start again.

Pour the egg mix into the pan. Using a spatula move the egg mix around the pan about every 30 seconds. As the egg cooks, move this to the edge of the pan and stir the remaining liquid back into the middle. Keep this up until the last of the liquid is about to cook, and then mix the eggs around again and turn the heat off. Takes about 2 minutes only.

Serve on well toasted bread (Huon Valley Sourdough is perfect for this), perhaps topped with a few slices of room temperature Tasmania smoked salmon. I use pullet eggs as these make a smaller serve which is about the right amount for me. Duck eggs work well too, they are larger and have a more solid texture when cooked.

Enjoy!!



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**39<sup>th</sup> Annual General Meeting of The Cruising Yacht Club Of Tasmania Inc  
held on 2 September 2014 at the Derwent Sailing Squadron**

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**MINUTES**

**1. Opening**

Commodore Stephen Newham opened the meeting at 8:03 pm.

**2. Attendance and apologies**

Thirty six members registered their attendance. Twenty apologies were read out and recorded in the attendance sheet. (The attendance sheet is filed with the official copy of the minutes.)

**3. Minutes of the 38<sup>th</sup> AGM**

The minutes of the previous AGM had been published in Albatross, and were confirmed and signed.

**4. Business arising from those minutes.**

None

**5. Treasurer's Report and Auditor's Report**

The Treasurer's Report and the Independent Auditor's Report is filed with the official copy of the minutes. The Treasurer spoke briefly to the report with the key points as follows:

- Confirmation of the audit completion with a satisfactory outcome;
- Sound financial position with net assets slightly exceeding \$45,000;
- Limited liabilities largely limited to the advance payment of member subscriptions.

The Independent Auditor's Report confirmed that the special purpose Financial Report of the CYCT for the year ended 30 June 2014

*"presents fairly in accordance with the Applicable Accounting Standards and other mandatory professional reporting requirements in Australia the financial position of the Club as at 30 June 2014 and the results of its operation for the year then ended."*

**6. Appointment of Auditor**

Treasurer advises that Mr Rendell Ridge has agreed to continue as the Club's Auditor.

**7. Commodore's Report**

The Commodore's Report for the AGM is attached to the Minutes. In speaking briefly to his report the Commodore mentioned a number of highlights for the year including:

- Women on Boats has continued to go from strength to strength;

- General meetings have been well attended with an interesting range of guest speakers, and forums have been providing technical information to interested members;
- A Memorandum of Understanding was signed with the Coastal Cruising Club;
- A number of representations were made on behalf of members including on issues such as marine waste discharge;
- A successful application was made to MAST for a Recreational Boating Fund grant for two moorings in Lady Barron Harbour (under construction by TasPorts);
- A key role in the preparation of the updated Cruising Guide for Southern Tasmania (available for sale from the Club);
- A well supported cruise program including to Freycinet, Franklin and Dark MOFO;
- Well attended Annual Dinner.

The Commodore thanked the outgoing Committee members for their hard work and dedication over the past year.

#### 8. **Presentation of Awards**

The presentation of awards was held over because the recipients were not in attendance.

#### 9. **Election of Office bearers**

The Commodore declared all positions on the Committee vacant. Prior nominations have been received for all positions as listed below. There were no further nominations from the meeting.

Commodore	Alan Butler
Vice Commodore	Tony Peach
Rear Commodore	Catrina Boon
Treasurer	Alex Papij
Secretary	Mike Ponsonby
Editor	Jackie Zanetti
Membership Officer	Julie Macdonald
Webmaster	Dave Davey
General Committee	Hans van Tuil Ottmar Helm Leigh Miller <sup>9</sup>
Warden	Chris Creese

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<sup>9</sup> Subsequently confirmed by the Committee at the first Committee Meeting on 9 September 2014.

With the exception of the General Committee positions there was only one nomination for each position and therefore the Commodore declared the nominees duly elected.

For the General Committee positions the current Committee members (Hans van Tuil and Ottmar Helm) were declared duly elected. Subject to the concurrence of the incoming Committee the Commodore proposed that Leigh Miller be co-opted as an additional member of the Committee.

The new Committee is therefore as listed above.

**10. Other business**

None

**11. Close**

The Commodore closed the meeting at 8:15 pm.

*There was a brief General Meeting following the Annual General Meeting – minutes published separately in Albatross.*



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**Cruising Yacht Club of Tasmania**  
**General Meeting held at DSS on 2 September 2014**

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**MINUTES**

1. **Opening**  
Immediately following the AGM, there was a brief general meeting which was chaired by the newly elected Commodore. The Meeting was opened at 8:17 pm.
2. **Attendance and apologies**  
The attendance and apologies were the same as for the AGM (thirty six members, and twenty apologies). A copy of the attendance sheet is filed with the official copy of the AGM minutes.
3. **Minutes of the last meeting (August 2014).**  
The minutes, as published in the September *Albatross*, were confirmed and signed.
4. **Business arising from those Minutes**  
None.
5. **Introduction of new members and presentation of burgee**  
The following new members were welcomed to the Club by the Commodore, presented with their burgees, and briefly introduced themselves and their boating background.
  - Maureen and Ern O'Bryan (only Maureen attending); and
  - Chris and Wendy Le Cornu.
6. **Kingborough planning application - Alexanders Bay**  
Alan Gifford briefly outlined the available details of the Kingborough Council (KC) development application (DA) from Lennonville on North Bruny related to the development of a jetty and associated facilities in Alexanders Bay. Various documentation from the KC website was provided for members to peruse before and after the meeting.  
  
The key points made by Alan were as follows.
  - An email to members was sent on Friday 29<sup>th</sup> August to make them aware of the proposal.
  - There was extensive feedback in response to the email with many members concerned about the impact of the proposal on the use of Alexanders Bay by cruising boats.
  - A small subcommittee was organised (Alan Gifford, Kim Brewer, Tony Peach, Alan Butler, Mike Ponsonby and Patrick Stanton) and has met to consider the appropriate responses.
  - It was noted that there is a limited time for submission of responses (closing 9 July).

- The subcommittee has prepared a letter of objection to the DA as well as a Petition for Club Members to sign.
- Individual submissions by Members are encouraged.
- Others involved in the approval process include MAST (responsible Minister is the Minister for Infrastructure).
- Councillors should be approached to elicit their positions on the DA.
- The key objective of the process from the Club's perspective is to get a seat at the table when the details of the DA approval is being considered.

The key objections to the DA include the following:

- Lack of detail;
- Potentially huge impact of the overall jetty and mooring arrangement;
- Concern that once approved it could lead to further development or replication elsewhere;
- Unknown commercial intentions;
- Safety considerations - reduced anchorage availability.

Alan noted that other Yacht Clubs have been notified but their intentions are not known.

The following comments were made by members in response to the information and events so far. (*Alan's responses in italics*)

- Leigh Miller noted the role of Crown Land Service (CLS) as responsible for the "land" from high water seaward. This was confirmed by Patrick Stanton. (*Noted.*)
- Andrew Boon asked about the policy of MAST to reserve anchorage areas and minimise further mooring approvals. (*Confirmed that this is still MAST's policy. Subsequently MAST has confirmed in writing that it will not approve the proposed moorings.*)
- Phil Bragg question the Club's intentions in relation to attendance at the Council Meeting when the DA is considered. (*Agreed there should be a presence but noted the first priority is to lodge an objection.*)
- Leigh Miller noted the possibility of compromise through discussions. (*Alan agreed not everything about the DA was unacceptable.*)
- Barry Jones asked about environmental requirements noting the environmental assessment work required by DSS for its proposed marina expansion. (*The Club is unaware of the specific environmental requirements or any assessment work done to date.*)
- Lew Garnham recommended continued coordination with other yacht clubs. (*Agreed.*)
- Tony Peach suggested the documents (Objection Letter and Petition), should be copied to MAST and relevant Ministers including Environment Parks and Heritage. (*Agreed.*)
- Dave Davey raised the possibility of direct contact with the owner/proponent. (*Noted but considered as something for later.*)

7. **Other business**  
A vote of thanks to the retiring Committee, for their efforts during the past year, was proposed by Leigh Miller and passed by acclamation.
8. **Next Meeting**  
The next meeting will be on 7th October at DSS at 8:00 pm.
9. **Close**  
The formal business closed at 8:48 pm.

*The rest of the evening was devoted to socializing.*

# ***NJM MARINE***

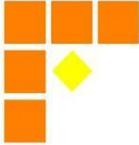
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