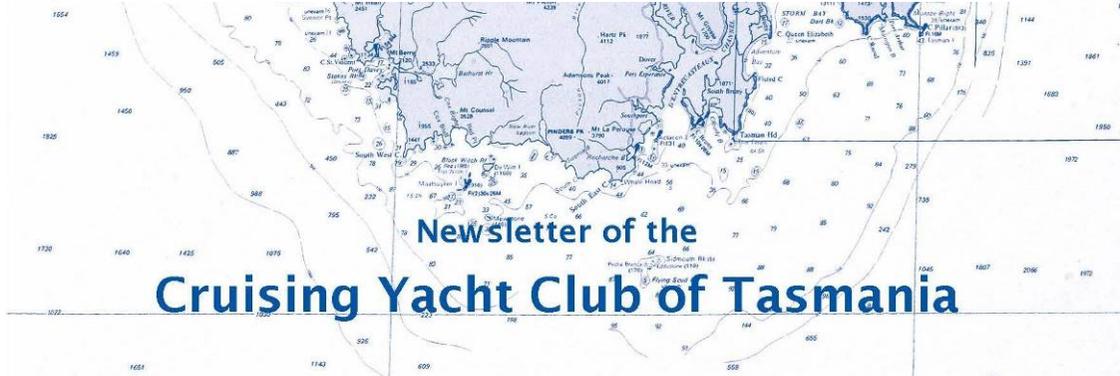


Albatross

Volume 41 No 7 September 2015



CYCT boats in Constitution Dock for Annual Dinner, 1993



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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Rear Commodore

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Life Members: Erika Shankley, Doris Newham, Chris Creese

CLUB MOORINGS		
See Members Resources/Information section of cyct.org.au for moorings rules		
Mooring	GPS Position	
Nubeena	43°06.265'S	147°44.346'E
North Simmonds	43° 07.446' S	147° 21.396' E

**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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>SEPTEMBER</u>	
Tues 1 st	Annual General Meeting @ DSS 7:30pm Speaker: Marina Campbell, <i>Maatsuyker Island</i>
Sat 5 th	Annual Dinner: Hope & Anchor Tavern @ 6pm
Wed 9 nd	Committee meeting @ TBA, 7:30pm
Tues 15 th	Women on Boats meeting @ DSS 5:30pm Topic: 12V – Marine Electrics
Tues 22 nd	Winter Forum – at DSS 5:30pm Speaker: Brian Walpole, Medical Emergencies at Sea
<u>OCTOBER</u>	
Tues 6 th	General Meeting @ DSS 7:30pm Speaker: Dr Lisa-Ann Gershwin, CSIRO
TBA	Committee meeting @ TBA, 7:30pm
Sat 10 th – Sun 11 th	<i>Cruise: Peppermint Bay</i>
Tues 20 th	Women on Boats meeting @ DSS 5:30pm Topic: 12V – Marine Electrics
Fri 23 rd - Mon 26 th	<i>Cruise: Nubeena & Norfolk Bay</i>

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



We had a delightful couple of days in Norfolk Bay on *Rusalka* this month, despite a dunking I received while trying to get out of the dink gracefully. Even more amusing was motoring out of Sommers Bay and into a pea soup thick fog. We obeyed Colregs strictly and sounded our airhorn every 2 minutes – I'm sure the good people of Sommers Bay were wondering what was disturbing their Sunday sleep-in! Collisions with non-existent freighters averted, we soon had sunshine and a light breeze for a delightful reach across Frederick Henry Bay. Who said that winter sailing is only for the mad?!

Anyway, now is the time to start thinking about those spring boat chores to get ready for the sailing season. Are you doing anything interesting to your boat this year? Trying out any new gear? Discovered a simpler way to get something done? Don't forget to bring along a camera and jot down some notes for the *Albatross*!

Wow, after three years it's finally time to hang up my pen. While I'm looking forward to not having deadlines, I'll miss the fun of getting to know other members through your contributions and comments about the *Albatross*. I'm sure you'll all continue to support the new editor with the same sort of great contributions. At least now I can spend some more time in the galley testing out boat friendly recipes!

Happy sailing!

Jackie



Commodore's Report



The commodore's desk has been quiet again through August, and the weather's been a tad chilly. But this is a determined cruising club, and as well as at least one member deliberately going out for his first experience of sailing in snow (and loving it), I've heard reports of our members sailing in far-flung places: the Australian east coast, several areas in the Pacific, SE Asia, and France. Half your luck! In wintry Tasmania, forums and WoB events have continued with enthusiasm.

In early September we look forward to the AGM – I hope you have your nominations for the committee in by the time you see this – and the Annual dinner and invasion of Constitution Dock. See you there!

This is likely to be my last *Albatross* report as Commodore. I'd like to thank the outgoing committee for the outstanding contributions of each member, and for the way they have worked together as a team. It is a very pleasant committee to work with, and that of course reflects the whole of the club that the committee represents. Thanks everyone for your support, and my best wishes to the incoming committee and to the club going into the new year.

Keep warm!

Alan Butler.

If you have not renewed your membership, this is your last Albatross!

Membership will lapse for any member who has not renewed their annual subscription by 30th September. Don't let this happen to you! Please contact the Treasurer or Membership Officer ASAP.

If you're NOT going to continue as a member, please let us know as well!!

Vice Commodore's Report



This is my final report as 2014-15 Vice Commodore. Hopefully most of the Members that joined in on one or more of the cruises that I prepared, enjoyed the events. A reminder to those Members who did not manage to attend any cruises during my tenure, don't forget to support the incoming Vice Commodore during the coming season.

You may all be interested to know seventy different boats attended one or more cruises during the past season. This was a reasonable result, but that number comprised only approximately half of the registered Club boats. Why did approximately 50% not attend any of the scheduled events? My analysis of the cruises resulted in the revelation that Members preferred multiple day (2+ days) as opposed to single day cruises. Possibly the incoming committee for 2015-16 can provide the requisites of the non-attendees this season in order to boost numbers.

You would all be aware that I have been engineering a visit to Deal Island in Bass Strait and probably continue onwards to Ports Welshpool and Albert near Wilsons Promontory in Victoria. A plausible number of Members have shown distinct interest in joining me (*Westwind of Kettering*) on the journey. Due to the duration of the trip, several have indicated their preference for the Easter break to be included so as not to impact too severely on their holiday entitlements from their place of employment. Consequently, although it may affect the number of Club boats partaking in the annual circumnavigation of Bruny Island at Easter, I will aim for a March 23rd departure from Hobart.

Boats that have currently indicated interest are shown in the accompanying table.

PARTICIPANTS	BOAT
Tony Peach	<i>Westwind</i>
Brett Doubleday	<i>Kokomo</i>
Mike Ponsonby	<i>Rubicon</i>
Andrew Boon	<i>Juliet</i>
Colin Crowder	<i>C'est si Bon</i>
Ian Barwick	<i>Willyama</i>
Phil Kennon	<i>Schouten Passage</i>
Bryan Walpole	<i>Merlyn</i>
Daimen Killalea	<i>Close Encounters</i>
Jackie Zanetti	<i>Rusalka</i>
Damian Hope	<i>Blade Runner</i>
Peter & Ann Nichols	<i>Luff</i>
Kerry Williams	<i>Yarrakai</i>
Richard Taylor	<i>Easting Down</i>

For those that may require a little more convincing to join us, it is never my intention to travel in conditions over 15-20 knots of breeze. However I have been caught in 50 plus knots of breeze unexpectedly. By conferring jointly, the travelling group can assess the forecast conditions for any given leg, with the goal of experiencing comfortable conditions. It is possible to travel from Hobart to Wilsons Promontory, and during the trip, achieve a reasonable anchorage each evening. Some of the legs will require 12-14 hours at around 5 knots of boat speed. This could be a great chance to extend your cruising experience and

then use the newfound confidence and experience to follow the Paul and Rosemary Kerrison's example and head to the Louisiade Archipelago, or some other "warmer" destinations!

Tony Peach.

(Current Location –Whitsundays, Queensland)

Forums Report

Hans Van Tuil

Andrew Fyfe from Tas Fire Service spoke at our July forum. It was great to hear Andrew explain in a clear, easily digested form the ever present risk of fire on the boats we sail. I was surprised to learn that most of us venture out in boats which are constructed and fitted out using materials which are some form or other of petrol!

Andrew explained the risks and the fairly simple measures which ought to be taken to reduce the risk of fire on board our boats. He also made some interesting comments about fire safety in marina berths.

The forum was very a worthwhile reminder to take fire safety seriously and those present were well rewarded for their attendance.

The last forum for this year will be September 22nd, with Brian Walpole speaking about Medical Emergencies at Sea.

Hans.

Rear Commodore's Report



I have heard from many reports that Paul and Rosemary's talk was both interesting and informative. Thankyou Paul and Rosemary for sharing your adventure with the club! It is always great to hear from fellow members about their own trips, giving us inspiration and confidence to venture further afield ourselves.

September General Meeting

At our next General Meeting and AGM on the 1st September we will also have a Guest Speaker. Our speakers for this meeting will be Marina Campbell and Gary, both members of the Friends of Maatsuyker Island - Wildcare Inc group. Join us for an evening on Maatsuyker Island, home to Australia's most southerly lighthouse. Set high on the southern end of the island, the lighthouse opened in 1891 and guided ships around Tasmania's Southwest Cape for over one hundred years before an automatic light was installed in 1996.

Maatsuyker is 10 kilometres offshore from the southwest corner of Tasmania making it one of the most remote lighthouses in Australia. The magnificent lighthouse and the three keeper's residences still stand today on this lonely outpost. To preserve its historical, cultural and natural values, Maatsuyker Island is manned year-round by adventurous PWS volunteers who accept the isolation and hard work on the island for six months at a time. Two former caretakers, Gary Miller and Marina Campbell, will share their experiences of the island, the work, the wildlife and most of all the lighthouse. Marina, President of the Friends of Maatsuyker Island, will outline the work being undertaken by Friends of Maatsuyker Island in the promotion, protection and conservation of the cultural, historic and natural values of the island.

Annual Dinner

It will be a busy week for the club as we also have our Annual Dinner on the 5th at the Hope and Anchor. Bookings for this dinner closed on the 21st August for catering purposes. The Hope and Anchor was chosen for its proximity to the harbour as it is hoped that many will come by boat to Constitution Dock for the occasion. Please let Tony Peach (VC) know if you intend to stay at the Dock for the night. For those that have already booked for the dinner, I will circulate the menu soon so we can pre order our meals to help with the logistics of the evening.

Catrina Boon

APPLICATIONS FOR MEMBERSHIP

Anne Clark
WAYFARER II

David Mitchell
No Boat Yet

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

Kate Butorac
BLUE MOON

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.

40 Years of the CYCT –Annual Dinners with a difference

Erika Shankley

Each year the CYCT celebrates its beginnings when the Rear Commodore organises an Annual Dinner. Meals have been enjoyed at a variety of venues. However, the 18th birthday celebration started a custom has endured to the present day - combining a cruise with the dinner by over-nighting in Constitution Dock.



Constitution Dock, 1993

In 2004 Erika Johnson recalls the occasion:

BIRD OF DAWNING, SOLONG, ROBBIE B, THUIN BAY, JUST JUDE, LIBELLE, AUSTRAL ARK, ERISKAY III, PANDORA, MARIE FRANCIS, TUDOR ROSE II, KEEPSAKE, ALTAR and PRELUDE took up the Marine Board's invitation of free docking. What wasn't reported on this occasion was that THUIN BAY and INCOGNITO were both caught in a sudden 35 knot gust off Kingston – luckily the only damage being a torn headsail.¹ No doubt they soon recovered when mulled wine was served as the growing crowd spilled out onto the dock side. Later over 70 members made their way to nearby Riviera Ristorante for dinner.²

Three years later, boats again assembled in the dock. On this occasion, the Club's 21st Annual Dinner was a well kept secret.

After being well primed with Gluhwein, members were taken on a 'flight' to their destination by the 'Flying Tiger'. Cabin crew, decked out in flight attendants uniforms, shepherded everyone on board before takeoff. The winding route led past the door of the Casino before heading up the runway for take-off. The mystery bus (flight) tour led us across the Bridgewater Bridge and into the nether-regions of Brighton. It was dark when we reached our destination. Heading for the terminal, we found ourselves entering Stonefield for the evening's celebrations.



'Flying Tiger' crew

¹ *Albatross Vol 18 No 9, September 1993 P5/6*

² *Albatross Vol 30 No.7 August, 2004 P22*

Champagne was drunk and the 21st birthday cake, beautifully decorated by Rosemary Kerrison, was cut by John Mitchell (representing the first intake of members) and Chris Creese (representing the younger generation of foundation members).



An article in Albatross reported that the Club's Vice Reporter, Amy Inalupe, said that "after circling the landing site, Pilot Kent put us down very gently on Franklin runway at the end of a ... memorable evening."³

This year's 40th Anniversary dinner at the *Hope & Anchor* should also be an event to remember – so don't miss it!



Stocktake Sale – still going!

Just a reminder that the club is having a cleanout of furniture and other things.

See last month's Albatross or contact Chris Creese for details.

³ Albatross Vol 22 No. 9, October 1996 P6-8

Flash... Flash... Flash!!



We want your photos!!!

The subcommittee who has been organising the events for this year's CYCT 40th Anniversary is looking for a special photo to be featured on the cover of the soon to be published club history book.

If you've got a great picture (either historical or contemporary) that meets the following criteria please send it in:

- Shows 2 or more club boats, sailing or at anchor
- Colour photo
- Not previously published (in Albatross or elsewhere)

Send photos (jpeg or similar) to erika.shankley@gmail.com

Deadline: 30th September

PS: Sorry, no cash or other prizes in this competition, just the glory of seeing your photo on the cover!



RV Investigator Tour

One sunny day in July, three groups of CYCT members had the opportunity to tour the CSIRO research vessel, *Investigator*.

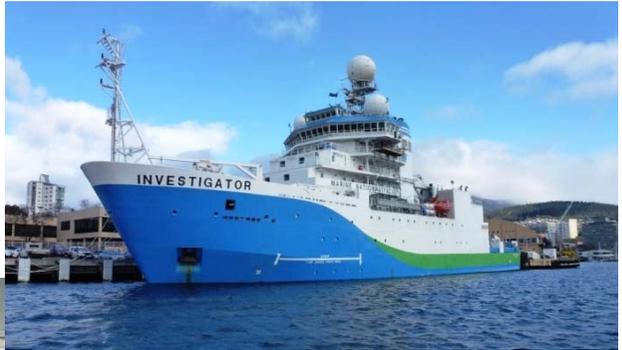


Chart Updates

Andrew Boon

I recently read an article in Yachting World (May 2015) magazine about the grounding of Volvo yacht Team Vestas on a reef in the western Indian Ocean in Nov 2014. The report into the grounding listed some interesting conclusions and recommendations.

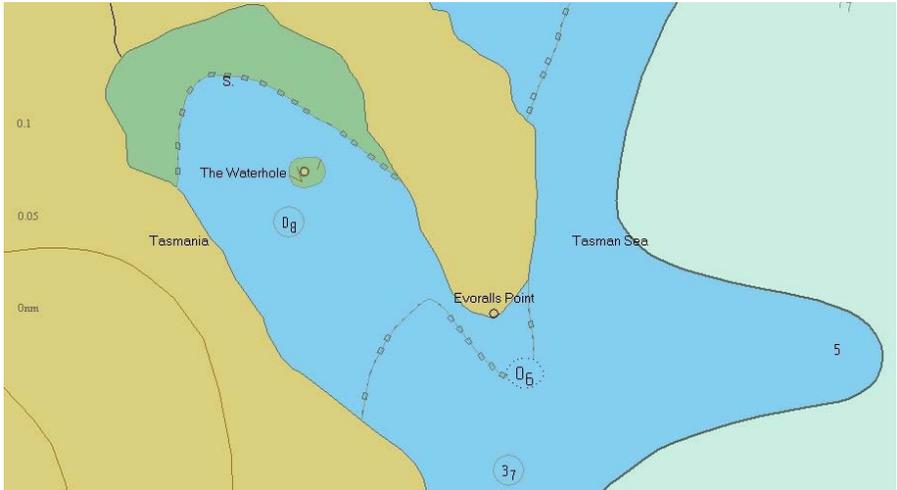
http://www.volvoceanrace.com/static/assets/content_v2/media/files/m36616_team-vestas-wind-inquiry-report-released-on-9-march-2015.pdf

Much of the report discusses how much detail is included in electronic charts, how it is displayed on various navigation systems and how those systems alert the user to the fact that more details available at larger scales. It also mentions the differences between 'official' data (ENC) and 'unofficial' or 'private' data (C-Map, etc). As most of us are rapidly ditching official paper charts in favour of 'unofficial' electronic charts, the sections of the report dealing with chart data are worth reading.

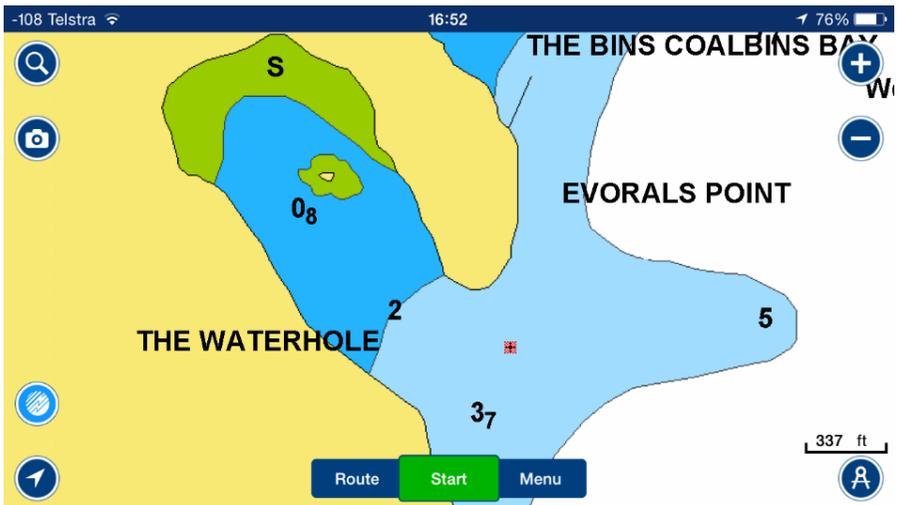
I then decided to have a look at how the chart data on my Navionics App (iPhone) were updated. Navionics website says that they make up to 2,000 updates per day, from Notices to Mariners published by chart sources world-wide. If you purchased the Navionics App more than a year ago (as I did), you have a chart which may be up-to-date up to a year after you bought the app (depending on whether you updated in the year after you purchased the app). "To renew Chart Updates after one year, purchase Navionics+." (Navionics web site). After your first year, you can 'Download Map', but unless you have subscribed to Navionics+ (\$10.99 per year), you will merely download the old map data.

I then had a look at the updated data (after subscribing to Navionics+) and checked a couple of the areas that I had reported to the Hydrographic Office and which have had Notices to Mariners issued. The first was the number of piles marking the entrance to the Denison Canal. This is incorrectly plotted on the Navionics App (even after the Navionics+ update). Check it on your copy: there should be 4 piles and a buoy on the Norfolk Bay side and 6 piles on the Blackman Bay side. Another check is the green mark south of the Marion Narrows, between the shore beacon and the No 3 red mark – it was removed many years ago but still appears on some charts.

The next one I checked was the rock at the entrance to Waterhole Cove, in Recherche Bay. Below is the display on my SeaPro Lite screen using AusENC data. The rock is shown as a depth of 0.6 m and the 2 m contour has been extended out around the shallow area.



On the Navionics App on my iPhone, this is the display:



The only information about the little red cross is 'Rocks' and 'Always under water'. In Navionics' defence, the text of the notice to Mariners was:

.....

NOTICES TO MARINERS for Aus174

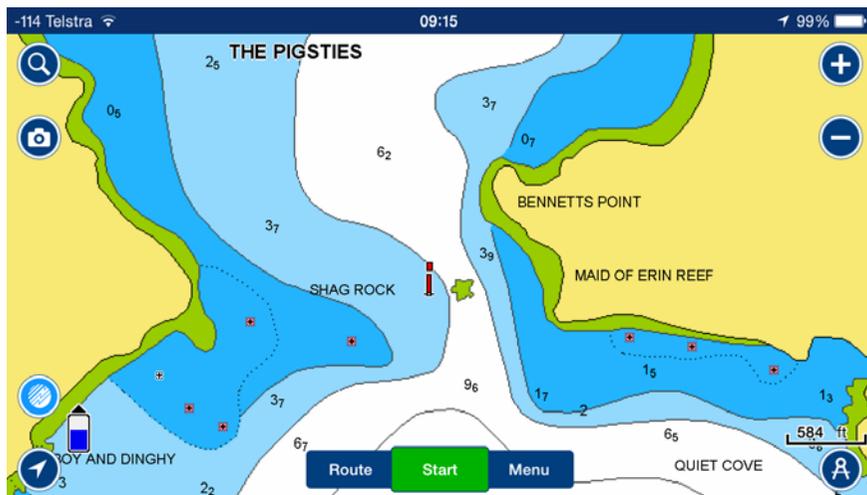
481° AUSTRALIA - TASMANIA - Rocky Bay - The Waterhole - Rock.
A.Boon (AA801463)

Aus174 (plan: Recherche Bay) [1173/2014]

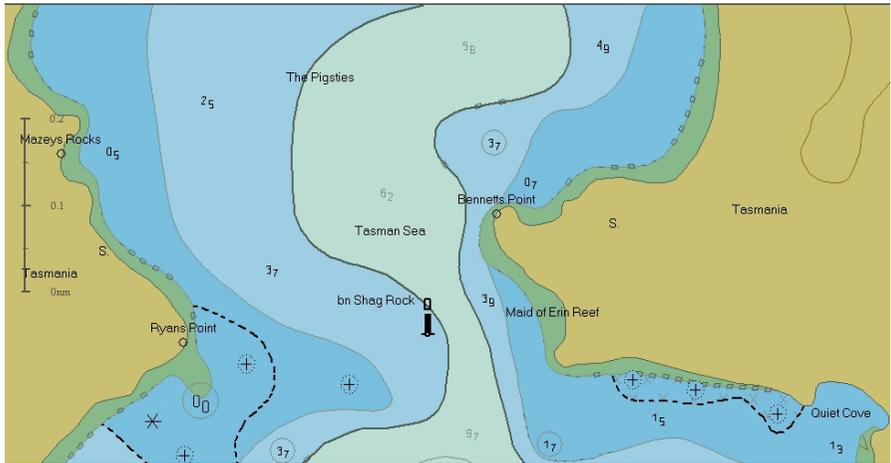
Insert dangerous rock enclosed by danger circle 43° 34.130 S 146° 53.530 E"

When I reported the rock, I suggested to the AHO that they extend the 2 m contour line out around the location of the rock, which they did. However, this information is not conveyed in the N2M text. Eventually, a new edition of the electronic chart will be issued and then, I assume, Navionics (and C-Map) will get the revised vector data.

While looking in the Recherche Bay area, I had a look at the entrance to The Pigsties. Vice Commodore Tony commented to me earlier in the year about the accuracy of the chart data near Shag Rock. I had a look at the AusENC details, couldn't see a problem and suggested he update his charts. However, when I looked at my 'updated' Navionics app, this is what I see:



Compare that with the AusENC display, which shows a clear channel east of the port lateral beacon on Shag Rock:



I have reported this to Navionics, and will be interested to see how and when it is resolved.

I also have C-Map charts on a (fixed-mount) chart plotter, using SD-cards. C-Map charts are updated twice a year, so I could be, on average, 3 months out-of-date if I upgraded every time. I'm choosing not to – using the chart plotter for 'planning' but checking routes at large scale using up-to-date ENC data. Hopefully I'll see the reef before I reach it!

I am very happy with the service offered by the AusENC chart licensing arrangements. I receive updates every fortnight and have a set of electronic charts which are far more up-to-date and comprehensive than my paper charts. I also have the Navionics app on my iPhone, which I frequently refer to: it is more convenient than the laptop with AusENC charts in many circumstances. Since starting this article, I now subscribe to Navionics+!

Finally, I would urge anyone who sees something which appears to be erroneous or inaccurate on their charts (electronic or paper) to contact the chart publisher and query it.

Andrew Boon
24-Jul-2015

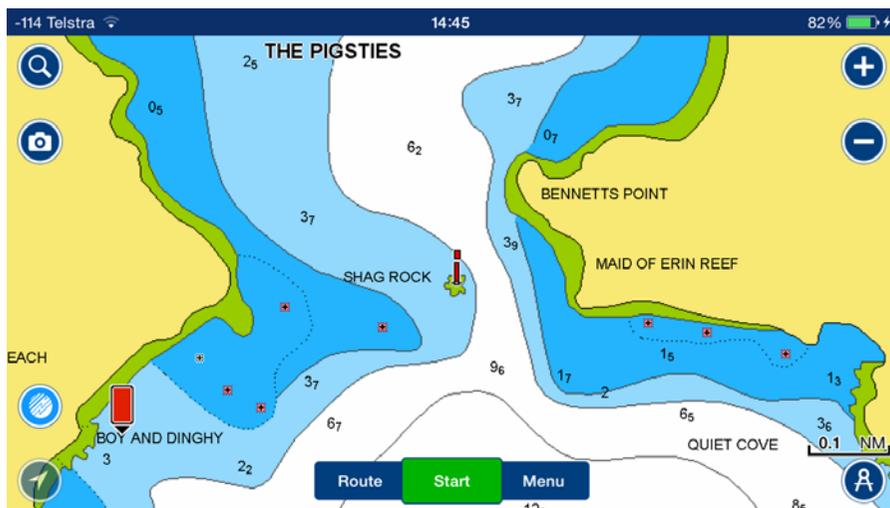
Update to *Chart Updates* article:

As I mentioned above, I advised Navionics of the shallow area east of the red beacon at the entrance to The Pigsties, on 24-July. I submitted a report through the website: <http://navionics.force.com/Mobile?cancel=http%3A%2F%2Fnavionics.force.com%2Fkb> and received an acknowledgement the same day. On 3-Aug I received an email advising that the issue had been corrected. Two methods were described for refreshing my charts:

Menu > Download Map and select the map area to update; or

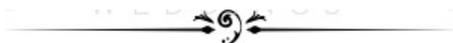
Menu > Update All and update all of my charts to the latest.

I tried the second method and found that The Pigsties issue had not changed. Using the first method did, however, produce the updated chart, as below.



Now for the Denison Canal piles!

Andrew Boon
6-Aug-2015



GOING ABOUT

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

Cruising CYCT Members Updates: Jon Nevill (Ocean Child)

Ocean Child continues to explore Fiji— for the latest on Jon and Sophie’s adventures, check out his blog: <http://www.onlyoneplanet.com/OceanChildFijiYasawas201507.html>

Looking for crew? Looking for a boat?)

There are a number of crew/boat matchmaking websites out there, there’s a new Australian based website that you might want to check out: <https://www.crewwith.me>

According to crewwithme, “Once registered, a user can make use of the crew finder features, but also has access to an online document storage feature that will allow you to set a series of notification (90 days / 30 days and custom date before expiry). This can be very handy for vessel related document or certifications with expiry dates (EPIRBs, insurances, batteries, first aid kits, flares, even service dates).”

New book featuring Don Garnham

Backtracks: Recollections of Remarkable Australians is a collection of engaging stories told by those who have witnessed the best, and the worst, of Australia. Written by Joely Taylor, author of *Let Sanity Prevail: The History of Timber Towns Victoria*, each chapter focuses on an interview with a single person. Joely integrates their interviews seamlessly into each chapter and takes the reader on a journey across Australia, and across time. From sailing aboard a four-masted barque in 1936 to witnessing the West Gate Bridge disaster in 1970, *Backtracks* captures the history behind some of Australia’s most iconic places and interesting people, brings to life the challenges and the reality of life in Australia and celebrates the real Australia for what, and more importantly who, it is.

Of interest to CYCT members, the book features a chapter on Captain Donald L Garnham, father of club member Lew Garnham. Don has worked on, and around, ships all his life. His voyage, at the age of nineteen in 1935, aboard the four-masted Herzogin Cecilie, is immortalised in a painting by the Australian maritime artist Dennis Adams.

The book is available to order at: www.billycanpress.com.au

State of the Derwent Estuary 2015 – a review of environmental conditions

Every five years, the Derwent Estuary Program releases a comprehensive report on the condition of the estuary, based on collaborative monitoring and investigations of water, sediment and biological indicators by state and local governments, industries and scientific partners. A report has just been released. Key issues include:

- Heavy metal contamination of water, sediments and biota;
- Elevated levels of nutrients, and low dissolved oxygen levels in localised areas;
- Loss of estuarine habitat and species;
- Introduced marine pests and weeds;
- Altered river flow regimes and blocked fish migration routes.

The full report can be accessed on-line at
www.derwentestuary.org.au<<http://www.derwentestuary.org.au>>

**DRIZZLE GRIZZLE**

*Dirty days hath September,
April, June and November.
February is quite alright,
It only rains from morn till night.
All the rest have thirty one,
Without a single ray of sun,
And if any month had thirty two,
They'd be bloody raining too!*

Update from Angela**Barbara Weetman**

At the moment we are in Huahine - a most lovely island in French Polynesia. The reason we have sent so few emails is the poor internet and wifi services throughout the whole of French Polynesia. Frustration levels have been at max each time we have arrived anywhere and looked for an internet cafe. Added to the need to try to keep in touch with all our family and friends we have been plagued by copious amounts of bureaucratic forms which need to be downloaded, copied and completed and then scanned and resent to the various country authorities for customs, immigration, health and biosecurity depts. It is endlessly and time-wastingly annoying and I get the nervous jitters each time I arrive in a new port as I know what awaits me each time I want to check emails or use the internet for the country forms. French Polynesia is worse than everywhere else as we not only have to completed large amounts of documents for entry, but then we need a special form for permission to leave Tahiti/Mo'orea and this must be obtained before we can depart these islands for other parts of French Polynesia. On top of this we must go ashore in each island and look for the "Gendarmes" who we must visit with all our documents and report in. This must be done before visits to the bank, or foodstores, or anything else. Otherwise they have the right to invalidate our passports and send us on our way.

Having grouched on yet again by the frustrations of trying to keep in touch by internet or skype we at last feel that we are having the best time cruising here. Huahine is a garden island and so the local people are so generously giving us coconuts or other fruit wherever we go. The prices of fruit and vegetables in the stores are very expensive however, so we gratefully accept all the offers from the local Polynesians.

It took us 21 days of non-stop sailing from Mexico to the Marquesas. This stretch of water is fondly known as "The Puddle Jump" but our experience this year (in the worst El Nino year on record) was far from an easy downhill ride. We were in 5 days of gales with winds of 50 knots and 4-5 metre confused seas and we even managed a 12 hour gale in the Inter Tropical Convergence Zone. Most boats who did the crossing this year had a very rough time with a lot of steering, rigging and engine problems. They limped into port when arriving in the Marquesas and then had to undergo a lot of very expensive repairs. Even expensive boats like Malo's, Buizen's and Oysters were among the worst problems. We managed to totally shred one racing jib and mainsail that were on the boat and then the spare jib. After that we had to repair a fractured gooseneck on the boom. Most of the problems were due to the violent movements ensuing from the ferocious actions of the cross seas. These continued to plague us until after we arrived in Tahiti. None of the easy sailing stories we had heard about in the SE Trades for us. Fortunately, a great mate Jody who has spent years finding good surf around the world on surf boats, sent us lots of sms on the satellite phone to guide us through the best areas of wind so we made very good time compared to so many others. Some took 6-7 weeks to make the same passage as us. The boats leaving the Galapagos Islands were at a better angle to the wind and made

a better passage than those boats leaving from the west coast of the US, Mexico, or even Panama. However, everyone complained about the violent cross seas we all suffered from.

The Marquesas were very humid with a lot of rain in May when we were there then we cruised to the Tuamotus which are the typical coral atolls with dry weather and lots of coconuts and good diving spots. From there we went to Tahiti which was full of music, dancing and celebrations. We went from there to Mo'orea and met some lovely young locals who took Philip spearfishing on the reef and showed us all sorts of ways to prepare Polynesian food. We loved it there but had to keep moving on as we only have 90 days to visit the entire area of French Polynesia. At the moment we are sitting in a private hotel with the best internet ever and Philip is busy making skype calls while Barbara types this email to all of you. The surf here is pumping at the moment and although the outer reef is quite a long way from our anchorage in the lagoon we are still feeling the surge and the sand is being ripped away from the beaches in front of the houses of all the local people who live on the edge of the lagoon. Some of the jetty at this resort was also washed away by the overflowing levels in the lagoon around the island so we had to wade in up to our waist in water with the computer held high above our heads.

When the weather settles down we will make our way to Ta'aha and then Bora Bora before doing a week of non-stop travel straight through to Vava'u in northern Tonga. We will stay there for about 2 weeks before sailing to Savu Savu in Vanua Levu in Fiji. From Fiji we will go to Vanuatu and then New Caledonia but we are very aware of the time constraints on us as we need to arrive back in either Bundaberg or Brisbane by the end of October or early November. Particularly as this is an El Nino year and the out of season cyclones have already been quite an issue.

This cruising life in French Polynesia suits both of us enormously with lots of swimming and snorkelling in beautiful lagoons everywhere. The weather is hot and sometimes very humid but with lots of swimming and the breezes blowing through the hatches on the boat we feel quite comfortable and sleep well. The social life with other yachties is a lot of fun and we really enjoy re-establishing contact when we find them in another anchorage somewhere. One issue though is tropical ulcers or sores. We found a magic cream in Mexico which we use to great effect but we should have bought at least another 2 tubes of it. It is so easy to bruise or injure on a boat as most of you will know and Philip seems particularly susceptible to bangs and scratches from all sorts of things both aboard and on the shore. French Polynesia is VERY EXPENSIVE - about 3 times more than we pay in Australia for food and wine and many more times more costly if it comes to any boat repairs or spare parts. We are crossing our fingers that our last reasonable genoa will remain intact until we return back to Australia but if it fails we might have to find something on the internet and have it sent to Fiji. Luckily there they don't charge tax on parts for a yacht in transit unlike French Polynesia who charge 30% tax and about the same amount for an agent and then the same amount for the freight companies.

An Ode to an Empty Bottle

*He grabbed me by my skinny neck,
I could not scream or call,
He took me to his cabin room,
There to have a ball,*

*He stripped me of my flimsy wrap,
And gazed upon my form,
I was so scared, so wet and cold,
His lips so big and warm.*

*He pressed his burning lips to mine -
I gave him every drop.
He took from me my very soul,
I could not make him stop.*

*He made me what I am today,
That's why you see me here-
An empty bottle thrown away
Once filled with Cascade beer*

Author unknown.



Cigar Box Maintenance

Tony Peach

I recently stumbled on a very clever way of maintaining your ship. You really should consider the hidden truth in fairy tales, as this story will surely confirm your prior doubts.

A young boy called Raphael was living in Cuba many years ago, and used to crew on his father's small fishing boat. The boat was similar to the early Tasmanian cray cutters with both motor and sail. In Cuba these boats were known as a Goleta.



Whenever Raphael was not required to be at school he assisted his father aboard the family fishing boat that had generated an income for him and his siblings for as long as he could remember. As was the norm in Cuba during the 1940s, he completed school

at seventeen years of age. His father had contracted a muscular disease and consequently was forced to gift the Goleta to Raphael. The young man was proud to assume the captaincy of this reliable forty five-foot sturdy craft, and looked forward to supporting his younger brothers and sisters as his father had done for many years by catching fish and selling them at the marketplace in Havana.

Several months after Raphael started to operate the small ship, his father made one of his rare short visits leaving the hospital to do so. The old man sat with his son in the warm setting sun on the front veranda of the family home on the first night of his visit, and he asked Raphael about the fishing business and the Goleta.

“In the beginning it was excellent but today it is not as I would have hoped for”, explained Raphael. “The old ship is now very unreliable, and I seem to spend more time repairing things that have broken than I do catching fish. This causes the expenses to increase and the income to decrease.” The old man had a look of grave concern, which then gradually faded and morphed to a faint smile. He left his son and disappeared into the old storage shed at the back of the property. After some considerable time he returned to the veranda with an old cigar box that was glued shut and as further security, was tightly bound with several wraps of fishing twine bound around the box.

The old man laboriously explained to Raphael the attributes of this remarkable box. “In this box is a maintenance genie. My father, your grandfather gave this to me when I first

started fishing. It will help you to improve your fishing. You must never open the box ever, otherwise the genie within may fly off and then the help that the box can provide will be gone. You should take the box aboard the Goleta and get into the habit of re-locating the box every Sunday to a new location aboard. It is best to place the box as far as possible away from the previous storage location. You will learn that the genie is a strange person, who is anti-social and would prefer to be left on their own. This will naturally cause you to look for locations that people can not normally gain access to. I would suggest places like the chain locker, under the bilge access hatches, in the lazarette near the rudder stock, even under the engine.”

A few months later Raphael’s father visited again. His health was stable, and he even appeared to be improving. Father and son once more sat together after the evening meal, and Raphael learned that his father was now using a new revolutionary drug sourced from the gringos in USA. “Yes I feel much better and I have gained a little weight, and I am no longer so tired all day. So, how is the fishing?”

“Father, the genie you gave me is absolutely amazing. Ever since I placed the cigar box aboard there have been no problems at all. Only last Friday when I was moving the box I noticed a badly corroded sea cock that was near failure, had it done so our fishing business would be at an end. I replaced the sea cock and checked some others. Now I move the cigar box twice every week, and it is unbelievable how many items I notice that require repair or replacement. That genie is more valuable than a new boat!”



I have decided to make my own cigar box, and apparently they are produced from cedar, and sometimes mahogany. To impart the fragrance of tobacco will be difficult due to licensing regulations within Australia. As to the genie, I am sure there are CYCT members who would offer a slice from their own to enable me to propagate one.

Tony Peach



Recipe: Quesadillas

This versatile Mexican version of a cheese toastie can be filled with all sorts of things (chicken, bacon, ham, veggies etc) and served up as a lunch. In their simplest form they make great nibbles for beer o'clock in the cockpit.

- 2 flour tortillas (or wraps)
- ~1 cup grated cheddar/tasty cheese
- Pickled jalepeno peppers, sliced thinly
- a little butter
- sour cream, salsa and/or guacamole for serving

Place cheese and jalepenos on ½ of each tortilla and fold in half. Brush a non-stick pan with butter and heat folded tortillas in pan until each side has toasted and cheese melts. Slice into wedges and serve with accoutrements as desired!



Bonus recipe: Homemade Tortillas (for those cruises when you run out of bread!)

- 1 cup flour
- 1 Tbsp oil
- A little water

Mix flour, oil and enough water to make a dough. Divide into 4 balls and roll out thinly (to ~20cm). “Dry fry” (no oil) in a non-stick pan on each side until tortilla bubbles and toasts. Wrap in tea towel until ready to use. Use as above, for enchiladas, tacos or simply served up with dips!

**40th Annual General Meeting of the
Cruising Yacht Club of Tasmania Inc**

to be held on 1 September 2015 at the Derwent Sailing Squadron

AGENDA

I. Opening

Scheduled for 7:30pm.

2. Attendance

Members are asked to register their attendance on the sheet.

3. Apologies

4. Minutes of the 39th AGM

The minutes of the previous AGM were published in the Albatross in October 2014 and were ratified at the November 2014 General Meeting.

5. Business arising from those minutes (if any)

6. Treasurer's Report and Auditor's Report

7. Appointment of Auditor

Confirmation of Auditor appointment for FY 2015-16

8. Commodore's Report

9. Presentation of Awards

10. Life memberships

11. Special Resolution – Constitution Revision

Consideration of a Special Resolution as follows.

“That the changes to the Club's Constitution as emailed to members on 20 July 2015, noted in the August *Albatross*, published on the Club's website and tabled at this meeting be accepted and transmitted to the Office of Consumer Affairs and Fair Trading for approval.”

12. Election of Office bearers

The following positions are to be declared vacant at the meeting, and re-filled by election:

- Commodore
- Vice-Commodore
- Rear Commodore
- Treasurer
- Secretary
- Editor
- Membership Officer
- Webmaster
- Committee (1)
- Committee (2)
- Warden.

13. Any other business**14. Close**

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief, but there will be a guest speaker.

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

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 38th 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 ⁴
Warden	Chris Creese

⁴ 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 4 August 2015**

MINUTES

1. Opening

7:30 pm, Commodore Alan Butler presiding.

2. Attendance and apologies

51 members registered their attendance; there were 2 guests and 16 apologies.

3. Minutes of the last meeting (July 2015)

The Minutes were published in the *Albatross*. These were confirmed and signed.

4. Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

5. Introduction of new members and presentation of burgees

The following new members were welcomed to the Club by the Commodore, presented with their burgees, and introduced themselves and their boating history:

- David and Libby Brett (Illusion).

6. Vice Commodore's Report – Tony Peach

Report published in August *Albatross*. Specific points made by Tony included:

- Only 2 responses so far for Constitution Dock entry for the Anniversary Dinner; *(Secretary's note: Responses should be sent to Tony via email as he is travelling between now and then.)*
- A planned trip to Victoria (Wilson's Prom/Port Welshpool/Port Albert) has attracted 4 firm and 2 possible responses.

7. Rear Commodore's Report – Catrina Boon

Report published in August *Albatross*. Alan passed on the following points at Catrina's request.

- Last month's speaker Rachele Jensen spoke to us about an interesting concept of a citizens Science project and showed us how we as recreational boaties could become involved in this project. More on that project and a link will be in Catrina's report in the next *Albatross*.
- Many club members thoroughly enjoyed the Investigator tours last week. 30 people were booked and we had 14 on the waiting list. Our thanks have been

passed onto the CSIRO and hopefully we will have another opportunity for further tours in the future.

- Marina Campbell and Gary Miller from Friends of Maatsuyker Island - Wildcare Inc will be our Guest Speakers at next month's meeting. This presentation has come highly recommended by some CYCT members.
- Bookings have commenced for the Annual Dinner at the Hope and Anchor on the 6th September. Payment can be arranged by Pay Pal on the CYCT Website. Dennis Lees will be our Guest Speaker at the dinner and he will be speaking on the history of our club.

8. **Treasurer's Report – Alex Papij**

Alex spoke on the Financial Report to 31 July 2015. Copies were available for those interested. Some key points as follows.

- Financially a quiet month. Subscription payments were the main transactions.
- Payments requested from those who haven't paid already.
- Last FY statements have been sent to the Auditor whose report has now been received for the AGM.
- Reminder that Entertainment Books are still available. The Club needs to sell one more book in order to receive any benefits from sales.

9. **Reports from other officers**

- **Hans van Tuil – Forums:** Andrew Fyfe spoke on fire prevention at the last forum – a really good session. Next month will feature a representative from Muir talking about anchor winches with a practical demonstration of stripping down and re-assembling a winch. The final forum in October will be on medical emergencies with Brian Walpole.
- **Julie Macdonald:** (a) Requested members to check the list provided showing unpaid subscriptions and to either pay or advise her if the list was incorrect. (b) If appropriate members are requested to update their details on the website.
- **Chris Creese – Library:** Reminded members that the **Club library** is kept at DSS and members can borrow books at any time.
- **Kim Brewer – Women on Boats:** Reminder to women about WOBs regular monthly meetings (3rd Tuesday). Sue Wragge ran the last meeting on Marine Charts. The next meeting will include a hands on practical session on Chart Platters with input from Matt Orbell of Green Marine. All women are welcome (including non members).

10. **Commodore – Alan Butler**

Report published in August *Albatross*. Specific points made by Alan included the following.

- **Constitution:** The final draft of the proposed new constitution and the explanation of the changes have been placed on the website, and distributed by email. We dealt with the comments that had been received, and propose to put this to a vote at the AGM next month.
- **Dave Davey:** Thank you to those who commented on our proposal to nominate Dave Davey as a life member. The comments were helpful. (There were none against). This will also be put to a vote at the AGM.
- **Committee nominations:** We have some people who are willing to stand (about ½ the present committee – a healthy turnover) (but no actual nomination forms in the Secretary's hands yet!), but we need nominations for about ½ dozen positions. It's a good committee to be a part of; if interested in any capacity, talk to one of us. Nomination forms are available at the meeting.

11. Other business (if any)

Barry Jones advised that the Austin's Ferry Yacht Club has folded – a sad day for many including several CYCT members who spent their formative sailing years at AFYC. St. Virgil's College may take over the facilities.

12. Next Meeting

The next GM will be on 1 September 2015 at DSS, directly after the AGM.

13. Close of formal business

The formal meeting concluded at 7:49 pm.

14. Guest speaker

Julie Macdonald introduced long term Club Members Paul and Rosemary Kerrison, who provided a fascinating presentation and some interesting insights from their cruise to the Louisiades Archipelago in PNG in 2014.

15. Close

The meeting closed around 9:00 pm



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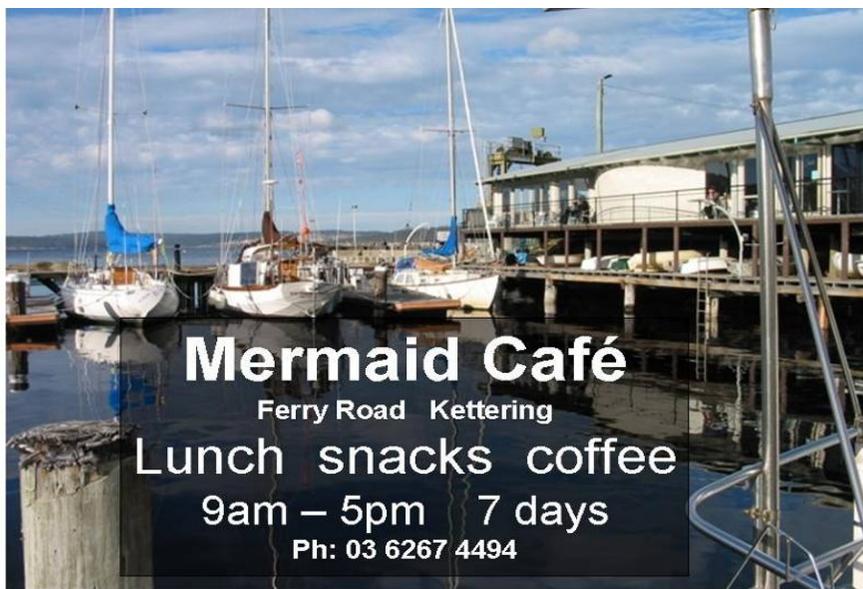
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