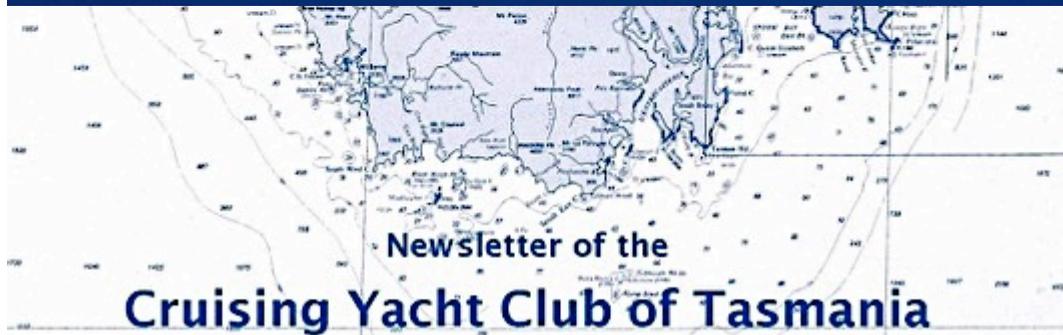


Albatross

Volume 42

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Newsletter of the

Cruising Yacht Club of Tasmania

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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au.**



Cover page: *When the whale comes to you. Unexpected pleasures of cruising in the Pacific. For the whole story see Only One Planet (<http://www.onlyoneplanet.com/OceanChildVavauWhales.html>) Photographer: Jon Neville (Ocean Child)*

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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.

Club Moorings: See p. 33

CYCT CALENDAR	
<u>SEPTEMBER</u>	
Sat 3 rd	Annual dinner @ 6 pm. Venue: The Old Woolstore. Overnight at Constitution Dock
Tues 6 th	Annual General Meeting @ 7.30 pm, followed by the General Meeting. Venue: Derwent Sailing Squadron Guest Speaker : Glynn Shevels from Volunteer Marine Rescue Kingston
Wed 7 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 13 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron "Battening Down"
Sat 24 th -25 th	Cruise: Slopen Island
Tues 27 th	Winter Forum @ 6 pm. Bernie Smith will talk about towing and being towed.
<u>OCTOBER</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron TBA
Wed 3 rd	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 11 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Passage Planning: Guest Speaker
Thurs 20 th -23 rd	Cruise: Hobart Show Long Weekend
Tues 25 th	Winter Forum @ 6:00 pm. Venue: Derwent Sailing Squadron. Speaker to be advised. (Topics being considered for the rest of this series include drive shafts, towing and insurance).

Not a CYCT Member?

Then download an application form from the Club website or 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



If you've ever dreamed of sailing to Europe but been daunted by the time it would take or have not had the means, then I can highly recommend another option. In July we flew to Hong Kong and travelled by train to Amsterdam. We did the final hop over to the UK by ferry. Many people I told were bewildered. 'That's a long time on a train when you could fly,' they said. But I doubt too many sailors would have that same attitude. It's nothing compared to weeks at sea in a yacht and you can always stop over at places with romantic names and wild histories as you progress along the line. Russia's storm-tossed passed is evident in the battened down Siberian villages still largely waiting for the 21st century. You'll find your experience of provisioning a yacht comes in handy because it also pays to take along your own supplies.

Here's to slow travel whatever the means.

I began this year as a rookie at the helm of the *Albatross* and this is my last issue as editor. I want to thank everyone who has contributed, be it a photograph, an article, a recipe or background support. It's great when submissions flow in and flow in they have, so please support the next editor by keeping up the good work.

I have gained a lot from my year in this role. I've met more members, dived deeper into the intricacies of Word and it's also been a pleasure to be on the committee and to learn more about the issues with which the club is involved. If any of you are wavering about going that extra step in terms then my advice is not to hesitate. The rewards are significant.

Fiona

For the most part, a sailboat navigates through its world of wind and water not leaving a single trace of its passage. Nothing is consumed. Nothing is altered. The winds and the water are left in exactly the same condition for the next user. Sailing is forever.
~ Michael B. McPhee

Commodore's Report



After a year in the Commodore's seat, I feel as though I have been on a rollercoaster ride with the Club having a momentum of its own! Of course, that didn't happen by accident; we have been well served by office-bearers and committees over the years who have plotted the trajectory of the CYCT and I hope we have been able to continue that path.

We have welcomed many new members during the year and I hope the Club is filling some of your expectations. If not, please let us know; new ideas are always welcome.

From my viewpoint, some of the highlights of the past year have been:

- Celebrating our 40th birthday and publishing the Club history
- The longest organised CYCT cruise to date, to Port Welshpool
- A good programme of other cruises of varying duration and mix of travelling and socialising
- Interesting speakers at general meetings
- Educational winter forums
- *Women on Boats* continuing to hit the mark with educational, practical and social events
- Ongoing liaison with Marine and Safety Tasmania and Parks and Wildlife Service
- Commencement of a major anchorage guide for NE Tasmania including the Furneaux and Kent Groups
- Reaching members far and wide via *Albatross* and electronic communications
- Ongoing development of our website, catering for member communications, administrative functions and on-line resources (incl. a complete archive of *Albatross*)
- Being a friendly club, providing a welcome and attempting to answer questions members may have (or at least pointing them in the right direction).

Many of these will continue into the next year and the new Committee will have to hit the ground running as we have already committed to several events associated with the 2017 Australian Wooden Boat Festival, as well as a major cruise to the Furneaux Group to road test the new cruising guide.

I would like to thank all of the committee members for helping with the smooth running of the Club. In particular, my thanks to immediate past Commodore Alan Butler, whose wise counsel has been welcome, particularly as I dropped into the Commodore's seat without recent committee experience; and to retiring Secretary Mike Ponsonby whose attention to the details has kept us all up to the mark.

I would also like to thank you, the members, for your contributions to Club activities, both as participants and, in many of the highlighted points above, as major contributors.

I look forward to the rollercoaster continuing into 2016-17!

Andrew Boon

Vice Commodore's Report

Well, dear members, the AGM is almost here and a volunteer is needed for Vice Commodore.



I took this position as there was an unfilled vacancy and it was not fair on the Commodore or the committee for the position to remain unfilled. It has been a good year between windy and showery weekends that have upset the planned cruises. The last cruise for this sailing season was excellent.

Planned cruises

Constitution Dock for the Annual Anniversary Dinner could provide a pleasant social Saturday afternoon 'talkfest' and maybe a Sunday breakfast at a local eatery. Mike Ponsonby is organising this.

Opening Day October 8th (?) is worth preparing for. The CYCT has flown the bunting well.

New Year Celebrations are often held at Quarantine Bay and we have first option on using the Glass House again. Should be a great night.

Cruise to Furneaux Group about March 9/10 for 3-4 weeks in hopefully settled weather.

Liz and I have gone north chasing the Vikings. See you all at the AGM and GM.

Lew.

Just received from the VC: 'Lizard [sic] and I are currently motor cruising on the Trollfjord going north and over the top of Norway and have crossed the Arctic Circle. Daylight hangs on forever. Dusk at 23:00 and the party goes on. Lots of beautiful boat harbours, villages and historic buildings.'

A slip of the pen or a sheet in the wind's eye? Sounds like Lizzie and Lew are enjoying their Arctic adventures.

Rear Commodore's Report



August General Meeting Guest Speaker

Graeme Foale gave us a very informative talk about the *Egeria*. This included the history of the boat and the works undertaken in its restoration by the Motor Yacht Club of Tasmania (MYCT). Many shared memories of this gracious old boat, which now resides in Lindisfarne at the MYCT. The *Egeria* pays it's own way by taking cruises on the Derwent and is available for hire through the MYCT

September General Meeting Guest Speaker

Glynn Shevels, Commander of the Volunteer Marine Rescue, Kingborough. will be talking to us about the important work carried out by this organization and its band of volunteers.

Our Annual Dinner, or, as some like to refer to it, Anniversary Dinner, will be held at the Wool Store on the 3rd September. (See separate notice) Jeremy Firth, a well-known Hobart yachting identity, will be our Guest Speaker for this dinner. This is a great opportunity to frock up and get to know club members over a pleasant evening. Bring your boat into Constitution Dock and walk home!

Please note numbers must be finalized by 28th August for catering purposes.

Women on Boats

In August Alan Gifford gave a very slick presentation to a full room on "Reading the Signs" – an explanation of the IALA system of buoys and beacons. It was helpful for WoBs just beginning to get to grips with what the "road signs" mean, as well as vital revision for the rest of us.

Next month we're talking about "Battening Down" - what to do when the s#%*t hits the fan. We will be covering topics such as coping with heavy weather, sail handling, crew comfort, grab bags. Hopefully many will be able to contribute to ensure a useful discussion with many tall tales and true!



CYCT Annual Dinner

Where: The Old Woolstore Apartment Hotel – Marino Room

When: 3rd September

Time: 6.30pm for 7pm

Cost: \$60 and drinks at bar prices

RSVP and payment must be made by Tuesday 30th August. Payment may be made by direct deposit into CYCT account, or by PAYPAL option on website. If you choose to pay by direct deposit, don't forget to list the event and your name. In keeping with the CYCT refund policy, monies paid for the dinner will not be refunded once final numbers have been submitted to event coordinators on the 30th August.

We will be booking berths at Constitution Dock for this event. To secure a spot in the dock please contact Mike Ponsonby (CYCT Secretary). The Marine Board has recently raised the overnight cost to \$30. We will collect this money on entry to the dock on the 3rd.

Our Guest Speaker for this event will be **Jeremy Firth**. Jeremy has spent his whole life messing about with boats and all things to do with boats. He built his own 40ft Steel boat, *Rosinante*, sailed her West – East around the world and then wrote a book about it. He edits the *Tasmanian Anchorage Guide* and is actively involved in organisation of the Biennial Van Diemens Land Circumnavigation cruise-in-company. In 2013 he was inducted into the Tasmanian Yachting Hall of Fame.

Here is glimpse of Jeremy's address: **Cape Horn Dreaming**

There are many dimensions to an ambition to have a cruising life on the ocean wave. At a mundane level, those aspiring to join that life will need opportunity, time and money. Inheriting or otherwise acquiring a saltwater gene also helps - not to mention technical expertise in the art, science and engineering skills needed to survive for long periods at sea in a small boat.

More important than any of these considerations is the need for a vision - a goal without which all the opportunity, time and money in the world means very little.

About 1975, Jeremy's vision came to him in the form of a rhetorical question posed by a fellow OK dinghy sailor over the bar after a race on Sydney Harbour: Doesn't everybody want to sail around Cape Horn before they die? In a revelatory moment, Jeremy realised that in his case, the answer was yes!

*Come along and listen as Jeremy describes aspects of his journey to fulfill this dream, including 20 years of preparation before he put to sea in 1998 for *The Horn* and morning-after anti-climax after he returned in 2001 from his east-about circumnavigation of the world.*

APPLICATIONS FOR MEMBERSHIP

Sally Schofield & Paul Strong

Phase Three

Kathy Veel

Quintet

Karen O'Shea
(no boat noted)

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

Ian Johnston

Juliene

Bill and Judith de la Mare

Sheokee

Introducing New Members

Bill and Judith de la Mare

We never seem to settle down, having moved home rather too often (from Melbourne - London - York - Melbourne - Amsterdam - Hobart - Brisbane - Vancouver - Brisbane - Hobart and that's not counting the moves within cities!). Maybe what we need is a yacht - that might allow us to be restless but keep a home in Hobart as well. Bill is a lapsed yachting from his youth when he crewed in club and ocean races as a member of the Sandringham Yacht Club in Melbourne. Judith is a less certain convert to sailing, but she enjoyed sailing our Nolex 25 when we lived in Brisbane the first time (where we were members of the RQYC). Our other outlet for restlessness is 4WD camping but we have been dismayed on several recent trips by the sheer numbers of folk on the road coupled with the ability of enough of them to convert what should be beautiful campsites into squalid rubbish dumps. So cruising is an attractive alternative. Here in Tassie we found a classic NZ yacht designed by Alan Wright and strongly built by the highly regarded Wilsons (the NZ ones) from cold-moulded kauri. One day we might even get to go sailing but until then we have a new hobby of restoring *Sheokee* back to a high standard of sea-worthiness.



Ian Johnston

Well, it will be bit difficult to squeeze everything into a few words but here goes. Started sailing with the Leven Yacht Club as a teenager and then when twenty hitched a ride on a 55 foot ocean racing trimaran from Brisbane to Hawaii, then skippered it to Los Angeles. Returned to Australia and started cruising up the Barrier Reef in a 25 footer, returned to LA to help build a replacement for the former tri. After nine months returned to Tasmania and built a 31 foot *Twiggy* trimaran and with Cathy Hawkins sailed it to England to compete in the Round Britain Race and the solo Route du Rhum race, did very well but crashed spectacularly before the finish. Returned to Australia and built a newly designed 40 foot trimaran (named *Bullfrog / Verbatim*). Did 70,000 miles on this boat competing as professional racers all over the Pacific and Australasia - 32 ocean race wins in a row. Did a bunch of other races with others. Sold the tri and built a house at Tinderbox, Cath and I and a friend started and ran the Australian Wooden Boat Festival. Built another house at Howden and purchased my current boat which is a converted cray fishing boat with a sailing rig and Gardner 5LW motor. Just completed a 4 month cruise around Tasmania and looking for a crew to go off adventuring again soon. Qualified as a Yachtmaster Ocean, Master Class V, been coaching at Kingston Beach sailing club for 10 years, Last job was as Ships Master for 2.5 years on the *Penghana* teaching marine science to secondary students at Woodbridge. Member of Yachting Hall of Fame, finalist as Australian Yachtsman of the Year, awarded Navigator of the Year, quiet, modest, unassuming, handsome and did I say modest.



Australian Hydrographic Service: official chart supplier Andrew Boon

Commander John McGannon from the Australian Hydrographic Service presented a talk to an 'extra' mid-winter forum on August 9th 2016. He described the responsibilities and activities of the AHS, the chart products which the Service prepares, the differences between the official AHS charts and the unofficial 'licensed' chart products, chart accuracy, precautions and techniques when using charts to maximise your vessel's safety.

The AHS is responsible for providing charts over the Australian exclusive economic zone (generally 200 nm from the coast) as well as extensive areas to seaward of the EEZ and extending south to the coast of Antarctica, a total of 13.3 million square nautical miles. It has a dedicated fleet of survey vessels: two hydrographic ships, which operate Australia wide, four survey motor launches which are mainly used in the inner Great Barrier Reef, PNG and northern Australia, and one LADS aircraft which uses 2 lasers to scan depths of up to 70 m in clear water.

The primary effort is in the production of digital electronic chart data, presented as electronic navigation charts in the AusENC range. AUS Paper charts, eg AUS173 for the D'Entrecasteaux Channel, are also published. Whereas in the past digital charts were prepared by scanning the paper charts and producing 'raster' charts for display in chart plotters, nowadays the paper charts are prepared and updated from the digital data. Raster charts are no longer sold: all digital charts are now 'vector' charts, which enable the chart plotters to obtain far more detailed information to do clever things like warn you of an approaching shallow patch on your track. This was not possible with a scanned image (raster chart). The AHS also publishes the *Australian National Tide Tables* and the *Seafarers Handbook for Australian Waters*.

Demand for paper charts has dropped off rapidly, especially since 2014 as big ships move to fully electronic systems. The need for paper charts is being re-assessed on a chart-by-chart basis; some intermediate scale charts have already been withdrawn (eg Shark Bay WA) but there is, as yet, no overall programme to cease publishing paper charts.

AusENC and recreational vessels

The cost of the AusENC electronic charts is as low as the AHS is permitted to sell them (the government 'fair trading' rules apply). The cost for a coastal pack (eg CST07, which covers most of Tasmania and SE Aust to Eden) is \$70 pa, and includes 68 separate charts. I am not aware of any popular chart plotter which can use AusENC, except for the ECDIS used by larger commercial ships which tend to be out of our price range, so the only option at present is to use a PC-based charting application. I use SeaPro Lite+ from Euronav and bought AusENC charts through Boat Books. I have had SealQ recommended to me and openCPN now has an add-in which handles ENC. OpenCPN is an open-source, 'free' application but charts have to be bought from ChartWorld via O-chart (Google these if you are interested). The major problem with this is that the AusENC charts cost over 14 Euro each, compared with about AUS\$1 per chart when bought directly from the AHS! More work required here.

'Licensed' chart suppliers

The AHS supplies chart data (the same as is used in AusENC) to other suppliers of chart products, eg Jeppesen (C-Map), Navionics, Garmin, Qld Gov't, etc. These suppliers produce what the AHS refers to as 'licensed charts'. AHS has no control over how these suppliers incorporate the official data into their chart products: how much of the data is used, how it is presented, how it is updated, how often updates are produced, are all determined by the suppliers. 'Licensed products' are not equivalent to the official ENC charts and the producers usually incorporate warnings to the effect that these are aids-to-navigation and not to rely on them absolutely. Not all of the information in the AusENC appears on chart displays driven by 'Licensed products' and changes advertised in the fortnightly Notices-to-Mariners often take years to filter through. John presented several examples of vessels which had come to grief due to shortcomings in 'licensed products', where data was on the official ENC but not on the licensed product. The time taken for some changes to appear on licensed products can be several years (or not at all until someone queries them).

Checklist

The presentation stepped through a checklist, expanding on each point. This is the summary list:

- If using licensed charts, cross-check with the official ones. Step through the planned route and diversions.
- If you are required to carry charts, make sure they're the current edition. Try to keep them up to date.
- If you are using a chart plotter, set it to an appropriate display range. Vary the range as circumstances change and periodically look ahead.
- Fix your position regularly, particularly within a few miles of dangers (half the time it will take to reach the nearest danger).
- Understand GPS and datums.
- Learn to interpret the varying accuracy present in all charts (but hidden in the unofficial ones).
- Face forward, use your resources, keep two heads out of the boat.

The AHS publishes a range of very good *Fact Sheets* on their web site, which expands on some of the topics covered in the presentation.

Further reference: <http://www.hydro.gov.au/factsheets/factsheets.htm>



Blogs and Vlogs**Hans Van Tuil**

Notwithstanding the fact that there are more television channels available to us than ever before, there seems to be a decline in anything mentally stimulating, and the mind numbing commercials are enough to drive us to the edge of insanity.

At our place, we have found watching YouTube to be a very satisfactory alternative. I believe a Smart TV will allow access to YouTube (as well as many other functions) but we, being Luddites, purchased an Apple TV device which is suitable for our aged model for about \$100 from Big W. Over time I have become something of a YouTube junkie and enjoy finding and following a number of yachties as they sail their way around the various cruising grounds of the world. With the advantages of hi tech cameras and drones, some of these cruisers have put together excellent quality clips and post them regularly for their family and friends, sponsors and armchair sailors.

Of course, we have our favorites and *Untie the Lines* as mentioned in the August *Albatross*, has been a regular for a long time. Nike has probably posted around 100 clips. We have found the earlier ones very interesting, especially her persistence with a very dodgy boat. Lately though, she seems to be stuck in the Panama area. She would also qualify as the yachswoman who can insert the word 'like' into a sentence the most times - grrr. Notwithstanding, we watch anyway. There are several other series which are very good. I suggest *Sailing Uma*. Two young architects buy an old Pearson 36' and do some very interesting work restoring her.

A high quality series can be found by watching *Yacht Teleport*. This Australian couple are both professional photographers and having purchase a junk rigged 30' yacht in Canada, sail her through the NW Passage to Alaska. There is an interesting Tasmanian connection too.

Follow the boat might interest some too. A Norwegian by the name of Eric Aanderaa produces an excellent series. He uses a drone to capture some wonderful footage of his Contessa 35' sailing in some fairly wild conditions around the North Sea. Eric is a great seaman and his clips include some lovely photography of the Shetland Islands.

My favorite of late is the *Jester Challenge*, which is a follow on of the first solo Trans-Atlantic race initiated by Chichester, Howells and Hasler etc. This sailing event interests me greatly because the entrants are mostly older chaps like me and a woman or two, who participate on smaller (under 30') boats. The emphasis is very much on seamanship, preparation and the well being of other entrants.

There are many more series I could recommend but they are easy enough to find. There's a risk with anything, of course. Jackie recently found a clip featuring a Scandinavian yacht, the Sirius 40 DS. I would warn my fellow members not to let your wives / husbands (as the case may be) watch this clip as it could affect your marriage and your relationship with your bank manager!

Nautical Terminology

Centre of Effort: The point at which the side force of the wind acts on the rig.

Past Cruises: Christmas in July



Our 'Upside down Christmas' turned out well and truly the 'right way up', not only weatherwise but as a great socialising event. It all started with somebody's question of 'when are we having the next cruise?' Well, Kermadiec and Franklin usually allow the VC to say 'winter's here, too unpredictable, nobody will go out, and if we have a BBQ it will be too wet cold and windy!' 'Ok, Ok'; maybe somewhere close by, Quarantine Bay and shelter may be available to make it an opportunity. Our Christmas in July was a reborn CYCT Ausmas from 1983. The initially planned weekend suddenly clashed with the East Coast Land Cruise, a quick tack took us to the next weekend and fortunately well clear of a snow storm that Saturday. Thanks, Alan G for the conflict!

Barbara Wheatman, Phil Bragg, Sheenagh Neill, Ian Barwick and the Watson family were cheerfully co-opted into the preparations. Liz and I did a quick site check the weekend prior and saw the damaged, blown out glass roof that threatened the building's use; at the other end it would be covered up.

Well, we believed in Christmas and so we got our two day present of excellent weather, the only rain and passing front being overnight when 'visions of sugar plums danced in our heads'.

There were ten boats from the CYCT with Ian Barwick X-Trailing our 'cargoes' up the hill.

Soon Phil's freshly chopped home grown X-mas tree was hung upside down and decorated, tables unfolded and set, decorations dispersed, BBQ fired up, Gluhwein aromatically warming and it was all happening. .

Fancy that! About thirty fancy hats over broad beamed smiles; and we all sat down at the long tables to eat our meats and shared salads and drink. Santa's beard was (until it disappeared) an excessive hindrance to the stubbie! Phil made a fine blossoming Mrs Ozzie Claus, with red flag Ozzie sunnies, hat and 'gown'. The 'Watson Elves', Isabella, Max and Lucas redistributed packages of surprises, the presents. Sheenagh was the iTunes queen.

A lovely surprise was the beautiful singing of the Ozzie version of the *Twelve Days of Christmas* by Kate and her lovely 'elves'. Soon the whole room was singing songs including *Rudolph*, *Jingle Bells*, etc from distributed song sheets. Dessert was then served, including White Christmas. What a wonderful atmosphere of happy people. Thank you all for the great involvement that was so well rewarded!

By 1730h all the magic had snuck back into the darkening bush, tables had been folded up, floors swept clean and it soon looked as if nobody had even stirred!



Santa (Paul Kerrison)
'cascading' Photo: Lizzie
Garnham

Boats included *Andiamo*, *Close Encounters*, *Easting Down*, *Irish Mist*, *Minerva*, *Serenade*, *Solana*, *Pandora*, *Tahiti* and *West Wind of Kettering*. The Albatross squawked that one boat was loaded with volatile spirit, more dangerous than a full fuel tanker. Fortunately, that evening some volunteers helped to reduce the danger by consuming Butter 666 V, Bellerive V, and Leatherwood V; all very, very good! Tasmania will stay on the map!

Sunday saw some boats, especially the Hobart based, head for home, while others enjoyed the anchored tranquillity. Another BBQ ashore at midday evolved in the CYCT social tradition. Another good day to finalise a fine winter weekend.

Christmas in July could become another CYCT iconic event.

The quiz time was sung out, so now you, too, may take it by the log fire and puzzle over it.



Sundra and the VC

Photo: Tony Peach

Upside down Christmas Quiz (Answers at the AGM)

1. *What is the chemical formula of snow?*
2. *The North Pole, said to be Santa's Home is located in what ocean?*
3. *In Australia, where should Santa live?*
4. *In which country does Santa have his own personal post code HOH OHO?*
5. *Where does Yul or (Yule-tide) come from?*
6. *What animal is the Scandinavian Julbock symbol?*
7. *What is the name of the period leading up to Christmas?*
8. *Traditionally, in what country do people hide household brooms on Christmas Eve?*
9. *What is the birth sign of people born on 25th December?*
10. *Which song has the line, 'bring me flesh, and bring me wine, bring me pine logs hither'?*
11. *How does he like his pizzas?*
12. *Name of angel that visited Baby Jesus?*
13. *How many letters in an angelic alphabet?*
14. *The Feast of the Holy Name of Jesus, about 1st January, celebrates what?*
15. *Clement Moore's 1823 poem 'A Visit from St Nichols' is now known as?*

16. Name all the reindeer in this poem.
17. How was Santa dressed?
18. What does Santa do to get back up a chimney?
19. Thomas Nast ~1881 created a different Christmas character, what?
20. What character was created by Robert Lewis May in 1939?
21. What is the title and author of biggest Christmas single globally?
22. Origin and name of cake made from coconut, crisped rice, and dried fruit?
23. Brandy is made from distilling what?
24. Where did the custom of wassailing start?
25. Name of cyclone that hit Darwin in 1997?
26. Mother Christmas is better known as?



Kate (soprano), Dave (driver) and the three choristers

A Brief History of the *Egeria***Bill Harvey**

I have been watching with some interest the progress of restoration work on the *Egeria*. It brings back some nostalgic feelings from my early years growing up in Hobart.

You see, for the first 21 years of my life I lived in a Marine Board residence in Salamanca Place. My father, William 'Harry' Harvey, was skipper of the *Egeria* from when she was returned to the Board after the war, until his retirement in 1961.

My father, born in England, went to sea when he was 14 and served as an able seaman on several square-riggers. The largest was a Finnish four masted barque, the *Lucipara*. Another was a French three master, the *Marthe*. He made a number of trips around Cape Horn carrying phosphate rock (guano) from Chile back to Europe for fertilizer. He eventually transferred to steam, found his way to Hobart, met my mother and 'swallowed the anchor'. With his experience at sea he obtained a position with the Hobart Marine Board. It was 1926.

His position was 'boatman' at the Pierson's Point Pilot Station which was then the pilot line between the point and the Iron Pot. At that time there was no road to the station, only a cart track from Kingston, so virtually all communication was by water.

When the eldest of his four children reached 7 years of age he applied for a transfer to Hobart so that she could attend school. As luck would have it a vacancy occurred on the crew of the *Egeria* in Hobart. This was not the *Egeria* that we know now but her immediate predecessor, a steam powered, low wooded vessel. Although basic by modern standards she was built in a fine style typical of her day and was quite swift. Inconveniently, it took about an hour to get up steam so pilot work needed to be planned well in advance. The wheel was quite close to the bow with absolutely no protection from the elements and oilskins would have been required in anything but the best weather. My father's oilskins were some kind of oiled canvas material, which was re-oiled periodically with boiled linseed oil. They were very stiff, heavy and smelly from the oil and he still wore them to walk to work in bad weather long after the old *Egeria* had been replaced. It was also no wonder he wore woollen long johns and a vest all year round, a habit he continued until he retired although it must have felt like absolute decadence helming the new launch from a fully enclosed wheel house.

Egeria was designed to be operated by a crew of three; the skipper, a deck hand and an engineer. The engines were directly controlled by the engineer who took his instructions from the skipper via the telegraph exactly the same as in a large ship.

The present *Egeria* was built in 1941 at Purdon and Featherstone's yard at Battery Point and a legacy of the old *Egeria* was preserved by transferring her wheel to the new vessel. At this point Australia was two years into WW II and on being launched the new *Egeria* was almost immediately requisitioned by the Royal Australian Navy as a patrol vessel. Indeed, she was

nearly purchased by the United States Navy but they withdrew from the deal when the RAN announced that they wanted her. She might otherwise have been lost to Tasmania forever.

During the war she was re-named the *Tasma* but resumed the name *Egeria* on her return to the Board in 1944. She must have been severely abused as her engines, brand new Thornycrofts fitted in 1941, needed immediate replacement. Fortunately new engines had been ordered for a new vessel after the *Egeria* was requisitioned but due to delays in obtaining suitable huon pine it was never commenced.

My father took over as Skipper shortly after, on the retirement of Lionel Batchelor. She became his pride and joy and he took considerable pleasure in his personal involvement in her maintenance. The Royal Hobart Regatta became the target for her annual refurbishment in preparation for the State Governor's inspection of the aquatic activities from *Egeria's* cockpit. Dad rubbed down all the bright work each year and used Rylard Marine varnish imported from England by R R Rex and Son, the top quality finish of the day.

The other major event on the annual calendar was the New Norfolk Regatta, usually held on Boxing Day when again the Governor usually chose to make his grand entrance from the deck of the *Egeria*, so it was understandable that local journalists frequently referred to the *Egeria* as 'the Governor's launch'. She was, of course, the Marine Board pilot launch, primarily used as a workboat.

Governors were given invitations by the Board to make use of the *Egeria* for the occasional family outing and some took it up. This usually occurred once a year on a weekend. My father dressed up in his very best uniform for these trips, mainly to one of the secluded corners of Barnes Bay. I was aware of these excursions but it was not until I was older that I learned that Dad had to prepare and serve the Governor and his family with a picnic lunch on board. As I had never seen my father do any cooking, apart from making toast for breakfast, I couldn't imagine him serving the Governor and his family in that capacity. These days they would take caterers.

My mother was very proud to show off the annual, personally signed Christmas card received from Government House for many years. Sadly, I was unable to find any of them after my father's passing. He was a very modest man and would never have personally advertised the fact that he was on the Government House Christmas card list! He was not sentimental about such things, probably making sure they were destroyed.

When I was about 9 years old I got quite a surprise when Dad asked me if I would like to accompany him on a piloting job. Neither of my brothers had received such an invitation but needless to say I jumped at the chance. The Harbour Master and the pilots all seemed quite amused at my presence. There was a tall wooden stool in the wheelhouse, which was just as well as I have always been vertically challenged. It was dragged over to the wheel and, my chest bulging with pride, I was plonked on the stool with the command to take over the wheel.

This began many similar journeys - at every opportunity in the evening, over the weekend and during school holidays. Later I became popular at school because I was permitted to invite a friend, depending on who the pilot was that day. The son of one of the pilots about my age would also come occasionally.

The Marine Board managed a few of the local lights for many years. I recall one trip when, during school holidays, the local lighthouse servicing fell due. The *Egeria* seems an unlikely vessel for the task but at that time the Board had no other workboat available. The heavy bronze folding mounts on each side of the saloon cabin top meant davits could be employed. Several large acetylene cylinders were laid on chaff bags on the side decks now no longer existent. Two strong davits were mounted on the fittings on one side to lift the cylinders over the life rails. A 15-foot clinker dinghy was towed astern. Peter Woods, son of Captain Alan Woods, then Pilot, later Harbour Master, came with us as we set off first to White Rock then the Iron Pot and lastly Black Jack inside Betsy Is.

We anchored off so the gas cylinders were swung over the side into the dinghy. Peter Woods and I were told to man an oar each and we had much fun rowing the crew ashore to land the gas. An old character who came to assist joined in the occasion by picking up a long strand of kelp from the water and proceeded to lay into the "galley slaves" with his whip much to everyone's merriment.

White Rock and the Derwent Light had permanent derricks to swing the gas cylinders ashore from the dinghy but at Black Jack it was a matter of finding the softest bit or rock to land the dinghy and manhandle the cylinder to the light.

On one return journey I discovered a not so pleasant side to the *Egeria*. Being later in the afternoon, a fine spanking sea breeze had come in from the South so the run from Black Jack to the mouth of the Derwent was dead beam on to the slop. I can attest to how *Egeria*, having a relatively narrow beam, rolls in such conditions. Dad was not interested in our comfort and went full bore for home.

There was no question of using the steering stool on that part of the trip! Peter and I lay on the deck at the stern behind the cockpit and were alternately standing on our heads and the next roll on our feet. Fortunately I have never suffered from seasickness but that was definitely not one of the most comfortable trips that I had.

Many other events come to mind like one mirror calm Sunday morning when we were returning past Sandy Bay from putting a pilot on an incoming ship. A couple of yachts sat helpless in the gentle swell waiting for a breeze. As we passed one a crewmember cheekily held up a rope. To my surprise Dad rang slow ahead on the telegraph and spun the wheel in the direction of the yacht. It was a D class and the crew could hardly believe their luck. We took their proffered towrope aboard and headed towards Battery Point. After only a few minutes into the tow there was much shouting and waving from the yacht indicating they wanted to stop. It turned out that

we were going a bit fast causing their stern to bury and the hatch on the stern deck was beginning to fill the boat. Dad told the engineer to throttle back to about 4 knots and we proceeded on to drop them off near their mooring.

The Marine Board eventually purchased a war disposal 45-foot tug named *Tawe*. It could be operated by a crew of two so it began to be used for pilot work as it had good fenders mounted all around the hull. From the following you will see why the tug came to be used more than *Egeria*.

It is an interesting experience to be on the pilot boat as it approaches the side of the ship. If you are taking a pilot off he will usually make sure the ship is positioned so that it will provide some lee from the prevailing weather. When putting a pilot on board, the master of an incoming ship is not always so considerate.

Given that the ship has slowed to 9-10 knots to do the transfer the bow wave rolling along the side of the ship can still be quite large. Add to that the surface wave action and swell combined can create an interesting situation for the pilot launch skipper to handle. The launch can be rising and falling easily 3-4 metres between crests. The shape of the bow of the launch creates a wedge effect as the wave rolls through pushing you away from the ship's side. Approach at too sharp an angle and the reverse occurs and the launch is hurled against the side of the ship. On top of this the skipper has to watch what is happening to the pilot who must either climb up or down a heavy rope ladder with wooden treads. The deck hand stands alongside (or rather crouches due to the oscillations of the deck) ready to lift the bottom of the ladder to stop it damaging the launch and provides a steadying hand for the pilot. They were not nearly so well set up as modern pilot boats that have a granny rail down the centre of the foredeck for the pilot to grasp. The pilot must judge the right moment and either jump onto the ladder, or off on to the deck of the launch.

This led to an interesting event in the *Egeria's* life. A ship was leaving Hobart with a pilot. The usual practice would be to watch for the ship to single up (drop all of its lines except the last) then the pilot launch would depart. By the time the ship turned in mid-stream the launch would be waiting down by the pilot line to take the pilot off.

On this occasion, which was over a weekend, my father had scheduled to take the tug *Tawe* for pilot duties with just himself and the deckhand on board. When my father went to start the tug's large single diesel engine he discovered that the batteries were flat. The engineer who looked after the tug and the *Egeria* had fallen down on the job forgetting to put them on charge on Friday. None of the boats were fitted with radio at that stage so no message could be conveyed to the ship and so there was no alternative; the *Egeria* would have to be used two handed.

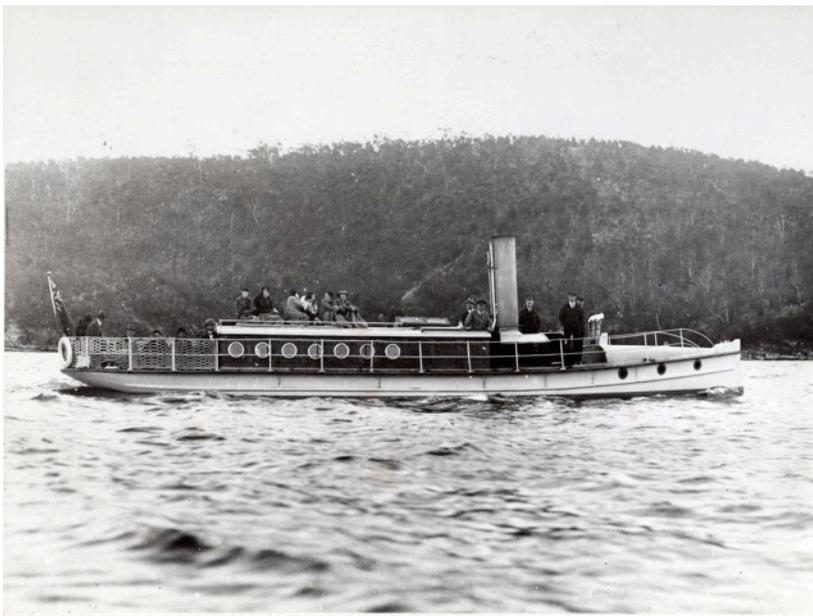
My father had engineers' certificates for steam and diesel as well as his skipper's papers. The deckhand had no idea how to operate the engine controls. The trickiest part of putting the

launch alongside the ship had to be handled by the deckhand while my father, as engineer, tried to match speed with the ship juggling the throttles while peering through the engine room ports to glimpse the side of the ship.

The skills of the deckhand were not up to the task and despite the heavy fenders carried on the *Egeria*, she was thrown heavily against the ship and stove in several planks and cracked some ribs. The damage was well above the waterline so the vessel was in no imminent danger but the repairs were costly. It could, of course, have been much worse but the engineer was lucky to keep his job and had some explaining to do on the Monday!

One of my proudest experiences at 15 years of age was to be on board the *Egeria* in 1954 when she led the *RMS Gothic* up the Derwent with Queen Elizabeth II and the Duke of Edinburgh on board for their first Royal Visit to Tasmania. The *Egeria* was to make sure the huge number of spectator craft did not get in the way. Fortunately in those days demonstrations by opposing groups had not begun so the trip was without incident.

During this time I acquired an attachment to the smell of diesel. Perhaps it is the memories it evokes of the happy days spent on the *Egeria*. What halcyon days those experiences are to look back on; what a wonderful environment for a young fellow to grow up in while learning a lot of useful skills.



The old Egeria on a picnic for staff, which was usually to Dennes Point or Snug. My father is at the wheel although he was the deck hand at that stage. The exposed steering position with just the turtle deck in front of the wheel is clearly visible.

Engine Maintenance – an Environmental Approach

Routine engine maintenance is important to optimize proper performance, fuel efficiency, clean exhaust and to protect water quality. Try creating and following a service schedule for your engine and check your owner's manual for specific products and instructions.

Fuel

- Check fuel lines, tanks and vents for cracks, signs of damage and leaks.
- Change fuel filters (used to remove particles/debris) and fuel separators (used to remove moisture/water) regularly and have injectors inspected annually. Carry spare fuel filters.

Oil

- Oil should be changed regularly - create a step-by-step plan to reduce any accidents.
- Temporarily disable your bilge pump, and after you change your oil, only turn the pump back on once you have checked for any contaminated oil or liquids.
- Use a closed system to transfer oil, decreasing your chance of a spill.
- When removing filters, place a strong bag around them to contain any drips.
- Keep an oil absorption pad below the engine to catch leaks and wipe up any spills.
- Proper disposal of oil is key to preventing runoff from land. When handled properly, oil and oil filters can be recycled. The EPA [USA] estimates that used oil from one oil change has the power to contaminate 1,000,000 gallons of water. Check with your marina to see if they offer collection of used oil for recycling or ...find your local recycling location.

Air

- If your engine has an air filter, make sure it is cleaned or changed regularly, and always carry spare filters.
- Make sure air ducts are free from obstruction.

Water

- Check coolant levels before each trip. Antifreeze/coolant helps to transfer heat away from the engine, allowing it to operate at maximum efficiency. Most antifreeze (blue-green color) is highly toxic, poisoning an estimated 90,000 animals and 6,000 people in the U.S. each year (Humane Society of the United States and American Association of Poison Control Centers, respectively). Propylene glycol antifreeze (orange-pink color) is non-toxic, and has been proven to improve cooling by an estimated 60%. Antifreeze should be recycled and not poured down the drain or onto the ground.
- Check impellers, stopcocks, pipes and hoses for correct operation.
- Inspect overboard discharge for correct flow without any contaminants (oil/fuel).

Outboard Maintenance

- After each trip (fresh or saltwater), flush out your engine with freshwater. Most new outboards have a built-in flusher or you can use an 'earmuff' flushing device.
- Be sure to lubricate all moving parts such as the shift and throttle cables, carburetor valves, etc using environmentally friendly lubricants.

Waste Disposal

- Use non-volatile organic compound solvents to wash engine parts and tools, and place them in a container where the dirty liquids can be collected and safely recycled or disposed.
- Never dump waste oils, engine coolants or other toxic chemicals on the ground, into storm drains and dumpsters, or open waters.
- Avoid mixing different hazardous liquids, which may make them unacceptable for recycling.
- Ask your marina about disposal facilities for waste oils, liquids and associated byproducts.

Reprinted with permission from Sailors for the Sea. 2016. *Green Boating Guide*. *Engine Maintenance* <http://www.sailorsforthesea.org/programs/green-boating-guide/engine-maintenance>

Albert Ross Dispatches

Albert reports that last month, gliding over Barnes Bay, the silence was broken by a chorus of laughter. The charts were out, he said, and apparently so was the map of Tasmania. Why studying navigating Down Under was causing so much amusement he does not know. In his community that sort of thing comes naturally and those who really want to learn the art of navigation should be plotting waypoints on their charts, rather than studying maps and practising songlines.

Consider other destinations, he suggests. String out waypoints to Tahiti, for example, where there's plenty of booze (vodka a speciality), festivity and good music...



With Salt On Our Lips

“Maybe you think we were all a sheet in the wind’s eye. But I’ll tell you I was sober.”

—Long John Silver, *Treasure Island*

A rosewater sailor might believe a sheet means a sail, but those that sail on the good ship *Albatross* know that a sheet is only a sail when it’s on the broomstick of the pirate ship you’re building in the backyard with tiny sailors to be. That look your boat gets when the lines whip about loosely in a wild wind, your crew is in disarray and your boat has the staggers came to refer to an inebriated sailor. One sheet to the wind and you’ve just had one or two drinks too many. Two sheets to the wind and you’re losing count of the dark and stormies. Three sheets to the wind and the Captain Morgan bottle is empty and spotted by Albert Ross you may well become scuttlebutt for the next issue of this newsletter.

Tallulah Bankhead (actress not sailor), says she’s as pure as the driven slush and she also advises that you should never practice two vices once. People who set up slush funds would no doubt agree, and they’re probably also ignorant about where the term comes from.

Salted meat used to be preserved in barrels below decks but once the crew and passengers had nibbled their way to the end, what was often left over was a suspect slush of fat and salt at the bottom of the barrel. (Other sources say the slush was the fat skimmed from the top of the cauldron.) Be it the top, the bottom or both, cooks hid it away to sell to tallow makers and others when they made port. Their profit became known as their slush fund. This practice is recorded in *Evils & Abuses in Naval & Merchant Service* by William McNally (1839).

Possibly if the culprit got caught, like other crew they might have been forced to kiss the wooden lady. This involved hugging the wooden mast with wrists lashed together. The rest of the crew were encouraged to give the offender an energetic kick when passing by.

All scuttlebutt for sailors. Wondering where the term came from, I looked it up. A butt was a cask holding water onboard. Once scuttled by making a hole in it so that water could be poured out, it served the same purpose as a modern day office cooler and became a place where gossip and rumour (or in Navy slang ‘scuttlebutt’) flourished.



41st Annual General Meeting of the Cruising Yacht Club of Tasmania Inc. to be held on 6 September 2016 at the Derwent Sailing Squadron

AGENDA

1. **Opening**
Scheduled for 7:30pm.
2. **Attendance**
Members are asked to register their attendance on the sheet provided.
3. **Apologies**
4. **Minutes of the 40th AGM**
The minutes of the previous AGM were published in the *Albatross* in October 2015 and were ratified at the October 2015 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 2016-17.
8. **Vice Commodore's Report**
9. **Commodore's Report**
10. **Presentation of Awards**
11. **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	Warden
Committee (1)	Committee (2).	
12. **Any other business**
13. **Close**

40th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc., held on 1st September 2015 at the Derwent Sailing Squadron

MINUTES**1. Opening**

Commodore Alan Butler opened the meeting at 7:32 pm.

2. Attendance and apologies

Forty-four members registered their attendance. Twenty-seven apologies were recorded in the attendance sheet. There was one guest. (The attendance sheet is filed with the official copy of the minutes.)

3. Minutes of the 39th AGM

The minutes of the previous (39th) 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)

There was none.

6. Treasurer's Report and Auditor's Report

The Treasurer spoke to his report. A number of copies were made available at the meeting and copies will be made available to all members via email and/or the website as soon as possible following the meeting.

Key points made by Alex included the following:

- The Club is in a healthy financial position.
- Subscriptions are the primary source of income for the Club.
- The Albatross is the main expenditure item (printing and postage).
- The Albatross is very well received and there is a continued preference for the Albatross to be provided in hard copy format.
- During the year the Club's accounts were translated to the MYOB accounting package and a transition made to electronic payments.
- A mooring in North Simmonds Bay was purchased by the Club based on overwhelming member support. This was possible because of the Club's healthy reserves.
- Membership subscriptions were increased modestly for the present year (from \$70 to \$80). This was the first increase for some three years and will cover expected cost increases including for *Albatross* postage.
- As part of the Constitutional revisions being made, a new class of "social membership" has been introduced for long standing members who no longer own boats, at a lower cost than ordinary membership.

The Independent Auditor's Report is included in the Treasurer's Annual Report package. This Report confirmed that the special purpose Financial Report of the CYCT for the year ended 30 June 2014:

“presents fairly in accordance with applicable accounting standards and other mandatory professional reporting requirements in Australia the position of the Club as at 30 June 2015 and the results of its operations for the year then ended.”

7. Appointment of Auditor

Rendell W Ridge of Max Peck and Associates was unanimously appointed as the Club's Auditor for the 2015-16 financial year pursuant to a motion moved by Alex Papij and seconded by Paul Kerrison.

8. Commodore's Report

The Commodore spoke to his report. Some copies were available at the meeting and copies will be made available to all members via email and/or the website as soon as possible following the meeting.

The key points noted by Alan included the following.

- It has been an honour to represent the Club as Commodore for the past year.
- The Club has managed to grow membership.
- It has enjoyed a successful cruising year based on a well-received Cruising Calendar prepared by the Vice Commodore (Tony Peach).
- There has been an excellent speaker program at the General Meetings arranged by Catrina Boon.
- He noted and thanked DSS for its efforts in regularly hosting club activities.
- The Albatross remains a cornerstone of the Club and noted that Jackie is retiring as Editor after 3 years.
- Alan noted the Club's participation at the AWBF with about 12 boats and a Club stand.
- Finally he thanked all the Committee members for their efforts throughout the year.

9. Presentation of Awards

Alan Butler presented the Cruise of the Year Award and a Cruising Plaque to Paul and Rosemary Kerrison for their cruise to the Louisiades Archipelago in PNG. In accepting the award Paul encouraged other members to undertake cruises further afield.

10. Life memberships

Alan Butler spoke to the proposal for Life Membership to be awarded to Dave Davey. This proposal was documented in an email to members on 27 July 2015 to which only positive feedback was received. Alan advised that the process of Life Membership requires approval by members at an AGM pursuant to a recommendation by the Committee.

Accordingly it was moved by Alan Butler and seconded by Margaret Jones that the Committee recommendation to award life membership to Dave Davey be approved. Erika Shankley commented on the great contribution Dave has made to the Club in several areas and over many years.

The motion was carried unanimously.

11. **Special Resolution – Constitution Revision**

The proposed constitutional revision has been communicated to members during the revision process and their comments have been incorporated in the final revision documents, which have also been forwarded to all members.

The following special resolution was moved by Catrina Boon, seconded by Alex Papij and passed unanimously on a show of hands.

“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 Commodore declared all positions vacant and advised that the Secretary was holding nominations for positions as follows. These were read out.

Commodore	Andrew Boon
Vice Commodore	-
Rear Commodore	Catrina Boon
Treasurer	Alex Papij
Secretary	Mike Ponsonby
Editor	Fiona Preston
Membership Officer	Julie Macdonald
Webmaster	Dave Davey
General Committee	Leigh Miller Richard Philpot
Warden	Chris Creese

These nominations include a single nomination for each position except that of Vice Commodore. Further nominations for any of the committee positions were requested from the members present. No further nominations were received.

Accordingly the nominated candidates (as listed in the table above) were declared elected. The Committee will deal with the Vice Commodore position in accordance with the requirements of the Constitution.

13. **Any other business**

There was none.

14. **Close**

The AGM was closed at 8:00 pm.

General Meeting held at Derwent Sailing Squadron on 2 August 2016

MINUTES**Opening**

Vice Commodore Lew Garnham declared the meeting open at 7:30 pm and welcomed those attending.

Attendance and apologies

Twenty-seven members registered their attendance. Two guests and twenty-two apologies were recorded on the attendance sheet, which is filed with the official copy of the Minutes.

Minutes of the last General Meeting (5 July 2016)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Alex Papij seconded by Ottmar Helm.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

Phillip & Julie-anne Garlick (*Cleo*) were to receive their burgee at the July meeting, however their burgee was collected in their absence by Darryl Ridgeway. As Phillip was present at this meeting he introduced himself to the Club and was welcomed by the Vice Commodore.

Rear Commodore's Report – Catrina Boon

Report as published in the *Albatross*. Key points noted by Catrina were as follows.

- Next GM Speaker: Glynn Shevels from Volunteer Marine Rescue Kingborough will speak about the work of his organisation.
- Annual Dinner: Katrina noted that only 8 members have paid so far and requested expressions of interest from those present after the meeting. Final numbers are required prior to the event. She confirmed the venue (Old Woolstore Hotel) and provided details on the meal arrangements. Catrina also confirmed that Con Dock would again be available to bringing their boats in for the event. Those wishing to do so should advise the Secretary. Jeremy Firth will be the Guest Speaker and will talk about his world circumnavigation on *Rosinante*. Refer to the website for details and payments.

Treasurer's Report – Alex Papij

The Treasurer spoke briefly to the accounts. A copy of the Treasurer's Report was made available for perusal by members and has been posted on the website.

Vice Commodore's Report

Report as published in the *Albatross*. Lew made mention of a number of specific items as follows.

- There were no participants for the land cruise to Alan Gifford's place at Dolphin Sands. This "event" may be rescheduled for another time.
- The Ozmas (Christmas in July) cruise to Quarantine Bay last weekend was a great success.
- Forthcoming events include the Annual Dinner (3 September) and the Combined Clubs season opening (8 October). Lew also noted Con Dock entry for the Annual Dinner is available for \$30/boat.

Commodore – Andrew Boon

Report published in the *Albatross*. Andrew was an apology for this meeting. On Andrew's behalf Lew made the following points:

- North East Tasmania and Furneaux Islands Group Cruising Guide: This is proceeding under a small working group managed by Tony Peach. Some input from other members may be sought.
- AGM and Committee member nominations: As mentioned at the previous meeting, all Committee positions will be declared vacant at the AGM on 6 September. While a number of Committee members are happy to continue in their roles, members are encouraged to nominate for Committee positions and to take an active role in the management of their Club. In particular, nominations are being sought for the following positions: Vice Commodore, Secretary, Editor and two general Committee positions.
- AWBF Volunteers: Volunteers will be required for the AWBF including for the CYCT stand, the proposed Post AWBF Cruise (refer previous GM minutes) and a range of AWBF roles.
- CYCT/DSS technical presentations: A representative of the Australian Hydrographic Service (AHS) will make a joint clubs presentation at DSS on 9 August (refer to the email from the Commodore). Also DSS have a presentation on diesel heating on the 10 August (refer to the DSS website).

Women on Boats

Catrina advised that the next WOBS' meeting is next Tuesday (5:30pm, 10 July at DSS), with Alan Gifford talking about marks etc.

Items from other officers/other business

Cruise of the Year nominations: Katrina noted that Cruise of the Year nominations have been requested and are due (refer to the Secretary's email to members and the August *Albatross*).

Next Meeting

The next GM will be at DSS on Tuesday 6 September 2016 after the AGM (which will commence at 7:30 pm).

Close

The formal meeting closed at 7:55 pm.

Guest Speakers

Catrina introduced Graeme Foale from the Motor Yacht Club Tasmania who provided a very interesting presentation about the *Egeria*, its history and the recent restoration project by his team of volunteers. Catrina presented the customary bottle of wine to Graeme and thanked him for his fascinating their presentation.

Close

The meeting and presentation concluded around 9:00 pm.

Your CYCT Membership Details

It's simple to change your contact details or the way you receive information, such as the *Albatross*. Log on to the internet and go to:

- cycy.org.au
- *Select Member resources*
- *Then My Membership*
- *Check/edit your database entry*
- *Scroll to the bottom of the page and click Submit Changes*
- *Check your publication options then click the green button at the bottom of the page*
- *make your changes*
- *click Submit Changes*

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** in “inverted commas” or capitalised.
- Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include a caption.
- The deadline for each month is the 15th (there is no *Albatross* in January).

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)) or emailing the Vice Commodore, Lewis Garnham at ViceCommodore@cyct.org.au



PRINCE OF WALES BAY
marina

**MARINA BERTHS
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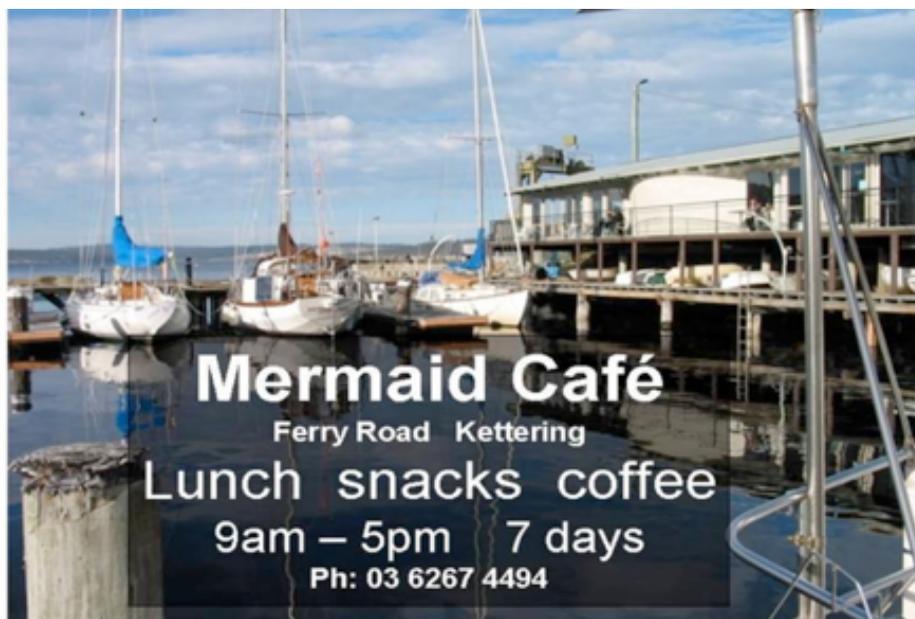
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