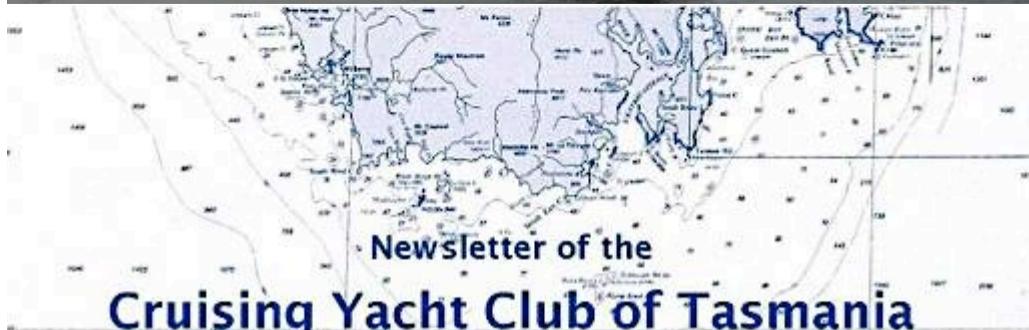


Albatross

Volume 42 No 9 October 2016



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: Rhona H on the Derwent with all her sails up but not much breeze to fill them.
Photographed by Sheenagh Neill on the way to Constitution Dock for the annual dinner.*

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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.

Payments to CYCT can be made by direct deposit or transfer to this bank account:
 Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573
 Please include your name and brief details of the purpose for the payment.

Club Moorings: See p. 30

CYCT CALENDAR	
<u>OCTOBER</u>	
Tues 4 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speakers Barbara Weetman and Phil Bragg, VIVA MEXICO. The story of finding and sailing their Catalina 42 in the Mexico region and subsequently across the Pacific.
Sat 8 th	Combined Clubs Opening Day. Sail past the governor. Assemble in vicinity of Hobart Regatta Grounds before 1400. Contact Andrew Boon for details
Tues 11 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Passage Planning: Guest Speaker
Wed 12 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Thurs 20 th -23 rd	Cruise: Hobart Show Long Weekend. A right Polish affair. Led by Sheenagh Neill <i>Tahiti</i> . Cruising with spirit and poetry. Join the new Vice Commodore on her inaugural CYCT cruise.
Tues 25 th	Winter Forum @ 6:00 pm. Venue: Derwent Sailing Squadron. Speaker Bernie Smith will talk about towing and being towed.
NOVEMBER	
Tues 1 st	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speakers
Wed 2 nd	Committee Meeting @ 7.30 pm. Venue: RYCT

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



A recent definition I saw described cruising as sailing for pleasure. This is a simple definition, but a good one. A definition of pleasure may be a lot more contentious. I clearly have to lift my game as the club's vice commodore keeps reminding me to take in sail, make the boat more comfortable, and thereby participate in cruising for pleasure rather than speed. Brian Walpole (or rather his wife) obviously thinks in the same way, with Brian in his article citing his wife's sage comment that "If there is water coming over the deck we aren't cruising". I am learning to cruise. But the point about pleasure is that a pleasure shared is a pleasure amplified. Some say doubled others say more than doubled. This relates to sharing pleasures on board the one vessel, or when cruising in company. Often the greatest pleasure can be through the sharing of stories with others. Even solo sailors, like Jessica Watson, derive a lot of the pleasure of sailing by sharing their experiences with others, both during and after their voyages. This is where *Albatross* does its important work – firstly by helping to facilitate group cruises and also by sharing stories that these cruises generate with other club members. Stories elicit the reader's own memories of similar experiences, or inform for when that knowledge can be applied to a future experience. They may even result in vicarious pleasure. So please do submit articles if you have a story to tell. It may be recent or not so recent.

It was suggested that this issue of *Albatross* could possibly be the 500th. After checking with an authority of club history, Erika Shankley, it appears that we are still 48 issues shy of the 500th, after this issue. So it will be another four and a bit years before we get there. Having just commenced as editor, I am not going to predict whether I will be editing the 500th issue. Suffice to say, my first issue has been put together on a sharp learning curve and with a firm timeline because of impending travel. I must thank all contributors for their prompt delivery of contributions. There are a few introductions that will be carried over into the November issue. Also, a big thank you to Fiona Preston for handing over the editing job in a very organised manner – this has made it easier for me than it would otherwise have been.

Another mechanism for sharing information, and one that is driven mostly by images, is Facebook. I have received some lovely photos from *Honey Bee*, currently in Thailand. But without a narrative, it is not really appropriate to publish them in *Albatross*. The proposed Facebook page for the club would give a different means of disseminating information relating to club activities and activities of members far and wide. Being readily accessible and immediate, it would also provide a further means of informing the club members and others of the activities of the club and benefits of membership.

Christian

Commodore's Report



Welcome to our four new committee members and thank you to those old hands who accepted another term. We had our first committee meeting and this year is likely to see a new the public face of the Club, with a proposal to set up a CYCT Facebook page. Vice-commodore Sheenagh is leading the way and, subject to confirmation of suitable means of ensuring that content is acceptable, we will present the details at the October general meeting. Other organisations have benefited greatly from a well-run Facebook site and we think it can do the same for us; in addition, it may reduce the email traffic for topics which are less formal and do not require the attention of all members. If you haven't looked at Facebook before, have a look at these examples;

<https://www.facebook.com/FriendsOfTasmanIsland/>

<https://www.facebook.com/Women-Who-Sail-Australia-1497242983914517/>

A new cruising calendar is in preparation, with a good range of venues and trip lengths. Several old hands are leading some of the cruises. If you have a favourite destination and would like to share it with others, why not lead a cruise yourself? Email vicecommodore@cyct.org.au

Preparations for our involvement with the Australian Wooden Boat Festival (10-13 Feb 2017) are progressing. Rear Commodore Catrina has things in hand for what looks like a superb catered BBQ for visiting cruisers (and CYCT members) at Government House on Sunday Feb 12. Committee members Bryan Walpole and Darryl Ridgeway will be coordinating the Club stand at the Festival and will be looking for volunteers to join a roster to staff the stand. We are coordinating a post-Festival cruise, in conjunction with the Kettering Yacht Club, Port Cygnet Sailing Club, Huon Yacht Club and the Living Boat Trust, from Wed Feb 15 to Sat Feb 18.

The functionality of our website has attracted the interest of the Coastal Cruising Club of Australia and Webmaster Dave Davey is demonstrating it to his CCCA colleagues. This is an interesting development as the CYCT was largely modelled on the CCCA many years ago. Dave has built and maintains our website; as well as being an information repository, it also handles much of the administrative work involved with membership records and financial matters. The CCCA may be able to reduce operating costs by implementing some of the systems that Dave has in place for us.

Finally, the start of the 2017/18 sailing season is marked by the Opening Day sailpast and raft-up for afternoon tea, on Saturday October 8. We will email full details to members when they are available, but dress up your boat and be near the Hobart Regatta Grounds before 1400. Fall in line behind *Juliet* and salute the Governor as we sail past *Egeria* in the Dock area. I hope to see many of you there.

Andrew Boon

Vice Commodore's Report



I feel very privileged to have been accepted into this role. Kim Brewer tells me I am the 4th female Vice Commodore in the club's history so I hope that I can live up to the expectations the position carries. I thank Lew Garnham and Tony Peach for their invaluable guidance and support for me in this role.

I do hope more women feel encouraged to stand up and contribute to the club. At present we only have three women on the CYCT committee and we are in need of a secretary to replace Mike, so please consider putting your hand up for this role. We are, after all, as strong as our members' contributions. There is always room for more. So I encourage you to offer help to continue the good work this club does.

The 2016/17 Cruising Calendar is looking exciting. My philosophy is, the more boats cruising in company, the merrier. I have put together a full and varied CYCT Calendar with cruises being led by Andrew Boon, Katrina Boon, Kim Brewer, Chris Creese, Paul Kerrison, Lew Garnham, Sheenagh Neill, Tony Peach, Mike Ponsonby and Brian Walpole. I encourage other members to consider leading a cruise. Please let me know so that I can put it on our calendar

Cruises range from day sails to Richardson's Beach to overnight cruises around the Channel including the popular Donald Sutherland cruise to Great Bay, the post Wooden Boat Festival cruise and Kermandie cruise. Going further afield, cruises are planned for Port Davey, Maria Island, Tasman Peninsula, Bruny Island, and the Furneaux Islands. As well we will be heading up to New Norfolk for the Autumn Festival and into Constitution Dock for Dark Mofo. I am in negotiations with TASSAL to arrange another visit to Roberts Point as well.

The Commodore Andrew Boon will lead members in the Combined Clubs Opening Day on the 8th October 2016.

The upcoming highlight for me is on 10th December for the annual Christmas cruise. This year we have organised to go to the Wave Station at Middleton for a summer Christmas picnic for all members. Please mark it in your calendar.

I welcome and invite all members, and in particular new members, to consider joining me on my inaugural cruise as VC on the Show Day long weekend from Thursday 20th till Sunday 23rd October. The proposed circuit will include Parsons Bay Nubeena, Adventure Bay and Bull Bay. I'd love to sail in company on what hopefully will be a successful and memorable first cruise together.

Sheenagh

Rear Commodore's Report



September General Meeting guest speakers were Glynn Shevals and Ben Podalak, Commander and Deputy Commander of the Volunteer Marine Rescue Kingborough gave us a very good insight into this organisation. Over the last year much work has been done and money spent on the boat and equipment owned and managed by the organisation. Much of the money has been raised by donations and grants and slowly they are getting regular sponsorship for their important work.

October General Meeting Guest Speakers will be Barbara Weetman and Phil Bragg who will be speaking about their experiences buying a boat in Mexico and sailing it back to Tasmania. This should prove to be an interesting talk; an insight into a very different part of the world.

The Annual dinner was a very successful event. The Woolstore proved to be a very good venue, easy walking distance to the Dock and the food was delicious and plentiful. We were very well looked after and attention to detail by staff was much appreciated. They were so wonderful to work with that I for one will be suggesting this venue for future events! Jeremy Firth gave us an informative insight to the preparation for his round the world trip. Including the choice of vessel, designer and how he went about building it. He and Penny even entered the spirit by staying the night aboard *Rosinante* in Con Dock with 10 CYCT boats and crew.

Catrina



Rosinante, *Dalliance*, *Willyama*, *Westwind of Kettering*, *Dalliance* and *Freedom* (top right) settled in at Con Dock prior to the annual dinner (Picture Erika Shankley)

Women on Boats

September's meeting was very enjoyable with a lively round-table discussion on the topic of 'Battening Down – Seamanship and Safety'. Kim Brewer ensured a productive flow of information by providing a checklist of dot points under headings such as 'Caring for Crew', 'Physical Well-being', 'Below Decks,' 'On Deck,' 'Watch Keeping', 'Grab Bags' and 'Storm sails'. One example was imagining the boat was upside down and then making sure anything that can fall out, or fly out, is securable. Even a lock for the fridge/freezer is necessary or a frozen block of mince could land a beefy punch right when you don't need it.

Most of the women attending had personal experiences and ideas to contribute and all participated in a useful learning experience. The crucial need for a good skipper, clear procedures and a confident and competent crew during stressful times was discussed and all considered 'The Art of Good Skippering' to be a worthy topic for a future meeting.

The next meeting is on October 11th and the topic is Passage Planning. There will be guest speakers who will have tales to tell and useful tips to share. Come along and build up your knowledge bank for when it's your turn to set sail to distant horizons.



The fleet in Stewarts Bay (picture Julie Marsaban)

Introducing New Committee Members

Christian Narkowicz – Editor *Albatross*

I will not say much here about my sailing history, given my recently published bio as a new member. I am trained in Chemistry with specialisation in natural products and, more specifically, marine natural products. I am involved in teaching and research in Pharmacy at UTAS. I also have an interest in Tasmanian natural products and their use in therapeutic and cosmetic products (and botanical spirituous liquors!). As well as sailing I enjoy diving and fishing, and terrestrial activities such as bushwalking, growing plants and tending bees. The image is of the blue moon rising in July 2015. There will be another blue moon on 31 Jan 2018 and I hope that by then many of you will know me better and we will have another blue moon sail, but in warmer January weather; listening to multiple versions of Blue Moon, Blue Moon of Kentucky, Bad Moon Rising and other Space Oddities. I am looking forward to the role as editor of *Albatross* and working with the committee.



Blue moon sailing July 2016

Brian Walpole – committee member

I grew up on an apple orchard in Spreyton, by the Mersey River, mucking about in Dad's boats, then sailed a sabot with a friend, and caught the sailing bug. Next venture was racing an OK dinghy, on Albert Park lake, during Uni days in Melbourne. Was mostly last amongst the experts, but learning tuning, tactics, and the rules of racing, many collisions later! My first racing venture. A fellow Monash student was sailing at Sandringham YC and I was invited to sail on *Sarda of Burnham* a 35 foot Buchanan design sloop. We were the second-largest racer (by 1 foot) in Div. I then! With several seasons of club and ocean racing, I learned the ropes of speed and tactics, as fo'ward hand on her, before leaving for England to study, as so many of us did in the 1970s. The skipper referred me to a friend, John Boardman a builder with a Class one Ocean racer on the Solent, *Border Viking*, a beautiful home-built new wooden Sparkman and Stephens 45 footer, and I had some of the best sailing of my life, with four Channel seasons, 50 ocean races including

two Fastnets, and regularly in the winners circle. Just a joy to win on a wooden boat.

In 1974 I came back to work in Melbourne, and owned several mid sized ocean racers at Sandringham, (*Nellie Zander, Tulari*). We did the Bass Strait circuits in the 1980s, great fun being less than 36 hours to Devonport, Stanley and Tamar. One can put up with any weather for that time. Several Melbourne and Sydney to Hobarts were exhilarating, and expensive, but too time consuming and costly with a family to educate, house and feed, until we move back to Tassie; Hobart in 1985, and then I purchased an Etchells 22. We raced against all the local heavyweights for 6 years 'till the class dissolved, then I bought a Dragon *Tahune* (with Jock Young). Loved racing her, such beautiful lines, and a thrill to push to windward in a full sea breeze; till the crew disbanded, as racing became too exhausting over 60. During this time I crewed as the summer ocean racing navigator on a Joe Adams 60 footer *Helsal 2* with skipper Bill Rawson, and wonderful experience, 4 years of high speed ocean racing, doing 25 kts under kite, surfing to Hobart in 2001 was unforgettable. Going to windward at 8 kts, bashing south into a full gale, with storm jib and five reefs in the main, crashing out the back of 5 metre waves in the westcoaster 2002.

Racing days over, we bought the lovely wooden classic cruiser, *Merlyn*, a 40' cousta boat, exquisitely built and designed on Port Phillip in 1988 by CYC member Phillip Myer. I always wanted a yacht with a bowsprit! Am now cruising the channel, east coast, been to Geelong wooden boat festival this year to meet her co-builder (Gill Albutt). Last year to Port Davey with the CYC, now Liz and I envision many more relaxing and affordable years aboard. I occasionally race weekends with John Hunn, at DSS on *Atila*, a King Billy pine Farr 1104, to appease the residual sailing genes.

Sheenagh Neill – Vice Commodore

I have recently retired to pursue my dreams of sailing full time. I am an immigrant to Australia, arriving by sea in the early 60's with my family from Belfast. We arrived like most immigrants did on the mainland and, after being sorted by a welcoming Government of the time, eventually made our way to Devonport where I spent my youth. I am eternally grateful for my father's courage in taking us somewhere safer than his family's home of centuries. My youth was filled with music, exploring, learning to swim, sail and generally getting to understand all that is Australian. I still find some things a challenge but consider myself a true blue Aussie now. Devonport was a little too small for an Irish lass with a passion for science, mathematics and breaking conventions. I left at a early age to study at University. One of my biggest regrets was not being allowed to study at Queens where I was accepted into Veterinary Science. My parents would not hear a bar of it and probably, given the killings going on, rightly so. So I studied science here in Tasmania before heading off to Sydney in the early 80's to study my growing passion for Chemistry. I went to both Sydney and Macquarie universities before landing my first job as a Chemist in a small R&R company looking at desalination of water. My role was to develop polymer films that used the new reverse osmosis process to desalinate water.

I returned to the Apple Isle to briefly complete a honours year in Bio-inorganic Chemistry. I used to park my motor bike next to another bike. The owner of the bike was also completing his honours in Chemistry and the rest they say is history.

I have loved living in Hobart ever since and have dabbled in radio (presenting my own Australian independent music show in the late 80's), motorcycle rider instruction, and finally fell into teaching whilst pregnant with our first child. I worked my way up the ranks of the teaching fraternity to Assistant Principal / Principal. As a teacher I became passionate about the education and teaching of mathematics as well as equity and anti-bullying programs in schools. I can proudly say these underpinned all of my actions and were always my passion when working with young people. I also worked as a volunteer with recent migrants helping Muslim families try and settle into our country. I tried knitting, I tried many things but the sea calls me. *Cest La Vie*.

Introducing New Members

Sally Schofield and Paul Strong

Paul and I came to the sport of sailing via different pathways in our adult years. I learnt to sail as crew on *Galapagos Duck* at the BYC whereas Paul barrelled in headlong by buying a boat! What a way to learn! After a couple of seasons sailing twilights and some longer races I went to live in Vancouver, BC. In the meantime, Paul was furthering his experience in sailing as crew in the Sydney Hobart yacht races in 1992, 1994, 1996 and 1999. When I returned I met Paul in 1995 and we began sailing together on his first boat, *Chatterbox*, a 26ft Thunderbird. We did a lot of racing on *Chatterbox* as well as some cruising.

At the start of the new millennium we decided it was time for something different and we embarked on building our own yacht, the beautiful *Yungsta*, a NZ designed Young 88. Paul continued with his day job, and after work and on weekends for just over 3 years he disappeared into his shed, until *Yungsta* was launched in 2003. I can't take any credit for the actual building, but I did pay the bills and kept the household running during that time! We raced and cruised *Yungsta* for the next 12 years although probably over the last 6 years I began to confine myself to cruising instead of racing! In 2009 we spent 2 weeks sailing in a yacht rally along the Dalmatian coast, Croatia. A fantastic holiday. That same year Paul entered the L2H and *Yungsta* was the first 30-footer home. Two years later he won the Bruny Island race.

Yungsta was a fast racer but was also set up beautifully for cruising. As we began to do more and more cruising we must have begun to get a little "soft" because we decided we would like a pilot house with a back door so with some sadness we put *Yungsta* up for sale. Ray from Sydney fell in love with *Yungsta* and she now lives on a mooring in Pittwater. Within a couple of weeks Paul had negotiated a deal on a Zeston 36 and went up to QLD earlier this year to sail her back. We have lots of plans for *Phase Three* and are looking forward to further cruising in the years ahead.

Under the Bridge of Sighs

Erika Shankley

Whatever the name, the tradition of an annual or anniversary dinner is a good opportunity for members of the CYCT to get together in a convivial atmosphere while sharing a meal. Another tradition, introduced in 1993, combines the annual dinner with a cruise, overnighing in Constitution Dock.

Constitution Dock was part of early development of the Port of Hobart which commenced about 1839. Using wheelbarrow, pick and shovel and an occasional bit of black blasting powder, convict labourers did major construction work along the waterfront before the advent of the Marine Board in 1858. The dock, itself, resulted from some extensive excavation and reclamation and was first opened in December 1850, named to commemorate the enabling of self-government by the passing of the Constitution Act, and the end of the convict era.¹

In July 1858 a Mr James Kelly was offered a permanent appointment as operator of a wooden swing-bridge for foot traffic which spanned the entrance to the dock at a salary of £75 per annum. However, when he was off-duty the bridge was left open, much to chagrin of pedestrians.

The dock was, at one time, described as “*an eyesore, being a most untidy, disreputable-looking place*”² made more unsavoury by “*a lavatory at the edge of Constitution Dock*”³ the location being criticised because of the number of drownings in the area!

None of this was apparent as a procession of Club boats motored through the narrow gap and under what was once dubbed the Bridge of Sighs.



Juliet, Rusalka, Neptune and Juliene with that bridge

¹ *Capital Port, Audrey Hudspeth & Lindy Scripps, Hobart Ports Corporation 2000*

² *Mercury, 10 June 1882*

³ *Capital Port, Audrey Hudspeth & Lindy Scripps, Hobart Ports Corporation 2000*

Plans for an electrically operated rolling bascule bridge, the first of its type in Australia, had been approved by the Hobart Marine Board in August 1935 and the Board accepted a tender of £4714 from the Hobart firm of Saunders and Ward. Estimated time of construction was four months. Machinery arrived from Melbourne, however, the braking mechanism was unsatisfactory and there was a lengthy delay, awaiting the arrival of a new brake from the USA. Further problems ensued and two years later a headline in the *Mercury* dubbed it “*Hobart’s Bridge of Sighs*” with residents cynically suggesting that “*there is little likelihood of the Constitution Dock bridge working properly*” and that “*it is looked upon as an expensive joke*”.⁴

Finally, on 25 September 1937 the headline “*The Bridge Works!*” appeared in the *Mercury*. “*Slowly, with tremendous dignity,*” writes *Mercurius* in *Passing Notes*, “*the bascule bridge over Constitution Dock Hobart raised itself. ... It was a triumph that it heaved itself out of its somnolence ...*”⁵

Enjoying the ambience of today’s Constitution Dock, *Juliet, Rusalka, Neptune, Juliene, Westwind of Kettering, Dalliance, Freedom, Tahiti and Solana*, together with *Rosinante*, took up berths sandwiched between other more permanent residents and the fish punts with pre-dinner drinks flowing freely.



Tahiti and Solana sandwiched between the fish punts

After Saturday’s excellent meal at the Old Woolstore, Sunday saw the procession once more pass under the bridge headed for their home ports with *Neptune* and her crew enjoying a leisurely lunch at anchor off the Sheppards. Later, dropping the crew home involved crossing the Bridge of Sighs by road – a fitting finale to a great weekend.

⁴ *Mercury* 17 April 1937

⁵ *Mercury* 25 September 1937

2016 Annual Dinner

Sheenagh Neill

The annual dinner started with Mike Ponsonby's well organised order of entry. All 10 boats executed the entry in style. Westwind of Kettering, Solana, Rusalka, Dalliance, Tahiti, Willyama, Juliet, Juliene, Neptune, Freedom, as well as Jeremy and Penny Firth's Rosinante participated.



Boats assembled outside Kings Pier prior to entering Con Dock

The large number of boats entering at one time generated quite a lot of interest from the public and several members had enjoyable conversations as a consequence.

Once settled, several yachts hosted pre-dinner drinks, entertainment and hospitality. Members then made their way to the Woolstore where Catrina had everything organised and in-hand. Club members filled the tables and a wonderful meal ensued. Jeremy spoke of preparation and travels on Rosinante. He entertained us with wise snippets of advice on survival and long sea hauls, with Penny supporting in the background.

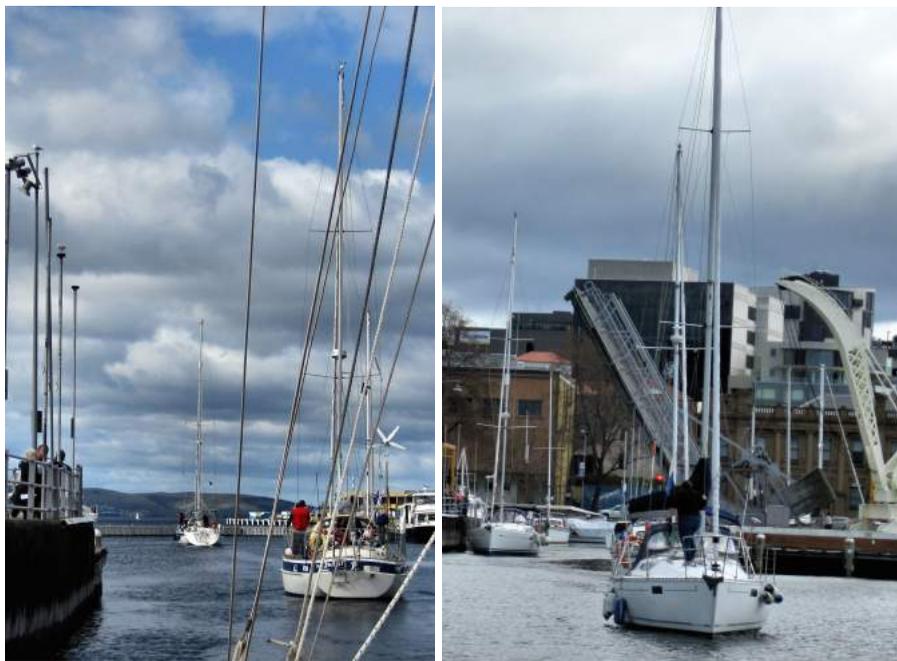


Penny and Jeremy Firth at the annual dinner



Snaps from the dinner

At the end of an enjoyable evening, people made their way home or back to Con Dock. Staying overnight was memorable and another of Jeremy's tips will be executed the next time we go there - always orient your boat with the companionway facing away from Davey Street. Mike passed the baton to me to organise the exit and the breeze created a little bit of interest for some members. This is where my second lesson started. Chris Creese on *Neptune* rowed out and attached a long line to the mooring buoy in the middle of Con Dock. He then briefed Alex and Jackie on *Rusalka* as well as Ian Johnston and me, and hauled *Neptune*, whilst we fended her off the adjacent boats, towards the buoy, freeing her ready for departure. The bridge was raised the public poised and 10 boats exited the dock in a very orderly fashion.



Leaving Con Dock (pictures Erika Shankley)

Congratulations to all those who contributed to a wonderful evening and stopover in the middle of Hobart.

Boating gear for sale

The following items are for sale from the estate of the late Mike Temple-Smith, an ex-CYCT Member who died in June this year.

Cray pot, folding plastic with aluminium hinge, very good order.

Plywood canoe, fibre-glassed, very good order.

Boat trailer, suit dinghy, with winch. Poor-average condition.

Aluminium dinghy, 3 m, average condition.

Box trailer, metal, average condition (needs tailgate replacing).

Wooden dinghy, 3.6 m, carvel construction, excellent condition.

As-new Dunbier boat trailer (currently has the wooden dinghy on it).

Liferaft, 4-man Plastimo Offshore in valise. Last serviced Nov 06.

Oars and paddles to suit canoe and dinghies. Graball and buoys.

If you are interested, contact Andrew Boon (aboone@bigpond.com, 0400651532) for photos and to arrange inspection.

Clearance under the Bowen Bridge**Andrew Boon**

With funding from the 2015/16 Recreational Boating Fund, Marine and Safety Tasmania has arranged for the clearance under the western span of the Bowen Bridge to be measured and marked. The project was suggested by Richard Bevan (RYCT) and enthusiastically supported by CYCT.

As displayed in the photos, the clearance under the middle of the western-most over-water span is 17.3 m above Highest Astronomical Tide. In addition, HAT is marked on the adjoining pier so that a skipper can estimate the actual clearance by adding the height of the HAT mark above the water to 17.3 m.



Bowen Bridge navigation span



Bowen Bridge HAT marker

Juliet has a quoted 'bridge clearance' of 17 m but I don't know whether that includes the wind gear and radio antenna. I will be running a tape measure up a flagstaff on my spinnaker halyard to confirm the overall height before heading up-river!

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).
-

Flinders Island Moorings

Ian Johnston

MAST will be, in September, installing three additional moorings around Flinders island. The new moorings will be laid half way up the East coast of Prime Seal Island, Port Davies (Emita) and South Trousers Point. These moorings will join two already at Lady Barron plus another two in the same area owned by Tas Ports. There are three other privately owned and maintained moorings at Killiecrankie.

MAST is at pains to point out that having a permanent mooring in an area is not a declaration that the area is safe in all conditions. With the Furneaux islands having a reputation for not only superb, world-class cruising grounds, but at times boisterous winds and strong currents. This is an area that demands prudent seamanship.

The moorings are installed to encourage and make for easier and safer cruising in the area plus provide a delightful stopover for vessels transiting Bass Strait to and from Tasmania. The moorings are impressively large and strong but are only intended for vessels up to 20 tons displacement. They are intended for short-term stays only.

Depending on feedback, MAST may install more moorings around the islands.

Additional encouraging news is that work will start in September on extending the ocean breakwall by 150 metres at the St Helens barway. This should, hopefully, deepen and make safer this notorious entrance by Christmas. An additional advantage is that the extension should deepen the shallow smooth water crossing at Pelican Point.

Jeanne Socrates Take 4

Members might remember Jeanne Socrates who visited Hobart in April 2012 in *Nereida*, during her second attempt at a solo, non-stop, circumnavigation. She gave a presentation at a CYCT general meeting and also met with us in the Mariners Cottage for a question-and-answer evening. From the *Practical Boat Owner* website: (<http://www.pbo.co.uk/news/jeanne-socrates-gears-another-circumnavigation-39353>)

“British sailor Jeanne Socrates, who will be 74 this August, is preparing to attempt another circumnavigation, starting this October 2016. Three years ago Jeanne became the first woman to sail solo non-stop around the world from North America and the oldest woman to sail solo non-stop around the world (a record noted in the Guinness Book of Records). The achievement in her Najad 380 yacht *Nereida* marked Jeanne’s third attempt to circumnavigate solo, nonstop and unassisted – eastabout via Cape Horn and the Southern Ocean.”

In the new solo non-stop circumnavigation attempt, Jeanne is hoping to become the oldest person to achieve this feat – the current record is held by Minoru Saito from Japan, who was 71. Follow her progress at <http://svnereida.com/> We wish her good luck and fair winds!

To Geelong for the Wooden Boat Show 2016

Brian Walpole

My brother Michael, Geoff Heriot and I set off for the wooden boat show March 20, in Geelong. We departed February 20, leaving four weeks for the trip, allowing time for exploration, bad weather and mishaps.

Day one was an uneventful all day motor sail into Chinamans Bay Maria Is., arriving at close of daylight, anchored in 2 m, perfect calm. We decided to leave pre dawn to try and make Bryans Beach for lunch and a trip ashore. Leaving in the dark, motoring south at 4 kts prior to turning west for Mercury Passage, out of the gloom came a cockpit, cabin and mast, not 10 cm from our port gunwale. In sheer fright I put the motor to reverse as we glided past an unlit (Mistral "X" you will know who you are) sailing vessel, at anchor, all asleep and remained so, little knowing how close they came to being sunk. Fortunately their dinghy was out the other side. Riding lights please at night, they draw so little power and will save your craft and maybe life. Took us a few minutes to recover!

We made wineglass, after a brilliant motor sail against 10 kts northerly, bright sunlight, followed by the local dolphin pack. At Bryans Corner anchorage we encountered a salvage team, removing a wooden wreck that had burnt to the waterline, then sank a week ago, and in less than 5 m depth. It was lifted out of the bay to who knows where. We paddled our dinghy over the site, nothing remained, a good job, collecting rigging, mast, hull, and all debris, presumably dropped in deeper water.

Next day, turning north outside Schouten Passage, the dreaded smell of overheating assailed my nostrils, and a quick look over the stern, no water coming out the exhaust. With fanbelt tight, reservoir full, and no evidence of a blockage, yet no salt water entering the water jacket, it's got to be the impeller (last replaced 18 months ago). Nothing else to do but sail back to Coles Bay, a cracking windward slog into a full 20 kt sea breeze, arriving at the MAST mooring 4 pm, in time to call my engineering mate David, in Hobart. He ascertaining that the Yanmar agent has one left on the shelf, buys it, and next morning appears on the Coles Bay wharf. Salvation is at hand, but the salt water pump is not visible and inaccessible, tucked under the engine, the serviceman, 18 months ago, commented on the difficulty accessing it, and the need to remove both the starter motor, and generator to get access. After 5 hours lying on the motor, tail pointing skyward, we had a new impeller, and functioning engine, but one look at the removed shredded impeller showed me that the rubber bits were all still inside, so needed to keep an eye on the pump on the way north.

Next day we are soon blown by the north-easterly to St Helens Island, a deep (10-12 m) but well protected stony walled bay where the cackling penguins keep noisily talking to their young till dawn. No beach for landing, and too much swell to try a rocky landing.

Out before dawn to get the calm seas and make tide at Eddystone for Banks Strait,; again a light north-easterly allowed us to happily motor sail on starboard all day with occasional short port boards to avoid the rocks past the Eddystone lighthouse. By mid-afternoon, it was clear we would not make Clarke Island that day so Swan Island seemed to offer the best option where we dropped the big Bruce anchor into 5 m water, with a rising westerly breeze at 5 pm, then took the dinghy ashore for exploration, and to seek permission to be on a private island. However there was no one home, in any of the three houses, two suffering the ravages of storms, and one clearly sometimes inhabited and well kept.



Swan Island light from Banks Strait



Off the east coast

A short stroll amongst the fast disappearing ruins of the original light keeper's cottage brought us the disused battery bank, and near new solar collector. The light was one of Sir John Franklin's passage of lights so see ships safely through Bass Strait in the 1850s. Returning aboard, the wind was over 25 kts from the west and our stern was pointing at the menacing rocks at the eastern end of Jetty Bay. After a short period it was clear we were dragging the big Bruce through the sharp sand slowly. Anchor up, and proceed to the western end of Jetty Bay, and relay her, so the stern pointed into Bass Strait safely for the night.

The anchorage guide details a rock (a cable offshore) to be avoided, but it is not on the chart (AUS 798) nor can be seen in the rough water, and as luck would have it "crunch crunch" the centreplate bounced over it and out the other side into clear water anchoring in 4 m over sand. Peace at last as the wind dropped a tad with the sun. We set an anchor watch till midnight, when all was calm. Next day at low tide I could see the dark water, noting the rock is a reef, extending 200m off the beach, and it will be well detailed in our upcoming Furneaux cruising guide.

Next day's wind was blowing 30 kts from the north west making it a windward passage with tide across Banks to the Armstrong Channel, and we could see the breakers, and overfalls at the eastern end of Swan Is. My wife says "If there is water coming over the deck we aren't cruising". So, with 2 reefs in the main about a quarter of the jib unfurled, looking like a cut down racer, we ventured forth, bouncing through the overfalls, close reaching on port tack at 10 kts

occasional spray into the cockpit, and 2 hours later with 4 kts assist from tide we entered Armstrong Channel, bound for Lady Barron, all quiet and downwind now, heading east again with tide assist we made the wharf at mid-afternoon.



Merlyn lies alongside at Lady Barron



Entrance to Murray Passage, Deal Island

Behind us arrived a steel 50 footer, a singlehanded man cruising the pacific attempting to come alongside in 20 kts of westerly, so were able to take his lines, he having spent 3 days behind Big Dog, waiting for favourable weather.

Three days later, refuelled, and re-provisioned, the forecast was for light northerlies, so off to Deal Is for an overnight and walk up the track then all day sail to Refuge Cove, where we called up "any small ship" from 2 hours out to be informed that 20 yachts from Royal Brighton were in residence there on the club annual cruise.

We anchored alone at the fairly tight and roly northern Cove end, and after an hour, with mild nausea moved south amongst the mob, as we draw one metre with the centerplate up, easy to find a spot inside the keelboats. We were invited to Boule games ashore and were eliminated in the first round, the Brighton mob being well versed in the rules and techniques. They had, anticipating early defeats, brought ashore a dozen red wines and accompanying dips, followed by a presentation and (too) cheerful BBQ to follow.

Sore heads next morning were soothed by a fine 15 kt northerly and a day sail to Flinders, where we had been given a mooring location by last night's revellers, found without difficulty. We are back in the land of traffic, noisy boats and dirty water, making us again aware of how beautiful Tassie is for isolated cruising, it being 10 days since Coles Bay. And so to Port Phillip, again on a day they write books about sailing, a glorious beam reach on the northerly with warm sun and sandy beaches to our north. We soon raised Lonsdale light on VHF to be given the names of three ships exiting on the last of the ebb, as we were entering at slack water being bound for Queenscliff Marina.

We were opting for Four Fingers West, the fisherman's channel, but had to traverse the main channels to get to the west, and the first of the three, at about 25000 tons a container ship was bearing right at us 3 miles away, giving 4 blasts (and did not respond to my VHF ch.16 call) I felt sure she would turn to port, and cross our stern easily, as were doing 7 kts, but she sent another 4 blasts so we turned 180 degrees and headed back east round her stern however she turn to port as predicted coming onto our course, but no more blasts and passed abeam 200 m to the west of us. I can only imagine that the pilot was telling me to make a move signifying that I was aware of their presence.

An hour later, we were tied up in Queenscliff harbour, an expensive but immaculate spot, with all facilities, except fuel. We had five days in hand before the Geelong Wooden Boat Festival so my crew skipped back to Tassie, leaving Merlyn and me alone. Next month we shall report on the festival, and the troubled trip home.



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Do You Remember? The Light at Lemon Rock
Erika Shankley

One of the very first lights built by the fledgling Commonwealth Lighthouse Service after it was formed in 1915 was erected on Tasmania's east coast on precipitous Lemon Rock, off Cape Forester. In a letter to the Consolidated Light Board of Tasmania in April 1907, Captain J.L.B. Hunter, Master of the S.S. *Durham*, said that there were not sufficient lights on the east coast of Tasmania. In his opinion, he said, "*there should be a light in the vicinity of Cape Forester, as it would be a great boon to vessels coming from Tasmania.*"¹ In fact, a light at this location had been one of the recommendations by Commander C.R.W. Brewis, R.N., in his *Preliminary Report on the Lighting of the Coast of Tasmania and the Islands in Bass Strait* for the Commonwealth Government in April 1912. At that time, he said that the ratio of lights per coastal mileage was one light to each 62.5 miles, whereas he recommended this be increased to one light for each 47.6 miles. It was not until May 1914 that "*As a result of representations by the Premier in March, the Prime Minister has informed ... that provision has been made for lighthouse works for the financial year 1914-15 for the erection of a lighthouse at Cape Forester.*"²

Lemon Rock, the site of the light at Cape Forester, is a very small granite islet, about 80 metres high, connected to Cape Forester by rocks which are submerged at high tide. Although never surveyed, the rock is about 1 acre in size, steep-sided and roughly dome-shaped. Vegetation is sparse, being confined to low coastal scrub on the more sheltered ledges. There was a lot of confusion over the light's actual name. Located on top of Lemon Rock, it was officially known as the Cape Forester light but known, locally, as 'The Lemons' while the Cape is variously spelt Forester, Forester or Forrester.



The precipitous nature of the Cape Forrester site - 1948

In May 1917, quotes for construction were sought from a number of local businesses. Risby Brothers quote of £27/10/- for trestles and Chesterman & Co Ltd, £18/-/- for the cylinder house were accepted. Fifty fathoms of coir rope was also ordered from R.R. Rex and Son as well as a surf boat complete with oars and other equipment. The optic, itself – lantern, lens,

AGA flasher and sunvalve - were imported from Chance Brothers in Birmingham, England at a total cost of £2283 with the final cost of the light being £3485/7/6. Joshua Ramsbotham, the first Director of the Commonwealth Lighthouse Service signed a Minute Paper and memo in May 1917, referring to the specifications of the cylinder house and trestles. Then, a number of memos indicated that work had already commenced by July 31, 1917 when pay sheets for workmen began to be forwarded to the District Officer in Melbourne.³

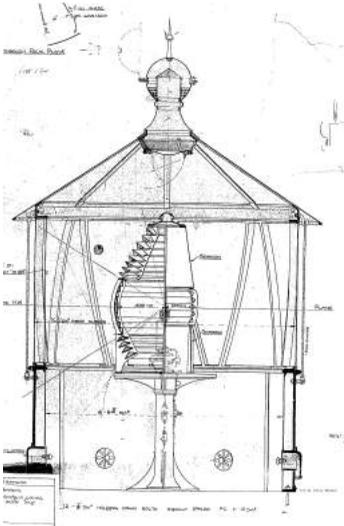


The light nearing completion – 1948

Workmen and maintenance staff sometimes camped on Lemon Rock and there was an extensive inventory of household items, including camp stretchers, cutlery, enamel plates, pots and pans and, presumably for times of heavy labour, “2 sweat cloths” were provided.⁴ Access was extremely weather dependent with a ladder up the near vertical face of the rock. Supplies such as acetylene gas cylinders were hauled to the top by a flying-fox system. The Lemon Rock light was one of only a few lights that were just a lantern, without the usual lighthouse tower. The white light with a red sector was first exhibited on Friday 5 October 1917, powered by a bank of 28 acetylene gas cylinders. Described as a “white structure” with an “elevation of 265 feet (80m8), 13 feet (4m) high, situated on the extremity of Cape Forestier”⁵ the white light was visible for 20 miles, the red sector 10 miles.

Local ketches such as the *Birngana* and *Terralinna* were chartered for transport. It was quite a long haul – 105 miles - to Lemon Rock from Hobart via Tasman Island but only 70 miles if transiting the Denison Canal at Dunalley. Anchorages such as Wineglass Bay, Coles Bay and Schouten Island were used for shelter in the vicinity while smaller open boats found nooks around Lemon Rock for day anchorages. Reports of quarterly inspections make interesting reading. Often delayed or interrupted by bad weather, off-loading equipment and supplies and hoisting ashore the 28 or more acetylene gas cylinders could be very time-consuming. In May 1918, Senior Artificer H. Weist, wrote in his report that “As instructed I left Hobart for Cape

Forester by the Ketch Lunawanna on the 23rd April at 9am ...” but having completed the work he was unable to leave “owing to bad weather ... until 6 May, 8am.” They were further delayed “Coming through Blackman Bay on the 7th when we were stuck on the mud for ten hours owing to low tide.”⁶ The Lemon Rock light was originally serviced by the 487 ton S.S. *Lady Loch*, built in Melbourne by Campbell, Sloss & McCann in 1886 for the Department of Trade and Customs of the colonial government of Victoria. Named for the wife of the colony’s Governor, 1884-1889, Sir Henry Brougham Loch, the *Lady Loch* was used by Victoria as a lighthouse tender.



Drawing of the light



The Cape Tourville light

With Federation, care of most lighthouses was transferred to the Commonwealth. In 1915, *Lady Loch* was chartered by the Commonwealth which ultimately bought the vessel in 1917 for £9050, less the charter money already paid. *Lady Loch* was again sold in February 1920 to grazier, A.S. Rogers, but when the Commonwealth required more tonnage to care for lights under its control it repurchased the vessel in May 1925. The ship was again sold in March 1935 to a Mr Cook, converted into a hulk for work on the Brisbane River and used by Morton Tug & Lighter Company, finally to be scuttled at Dunwich, Morton Bay in 1962.

Access by open boat often involved traversing some rough seas. In 1950 three crew members, coming ashore from the supply ship *Cape York*, were tossed into the water when their work boat got tangled in kelp. The three men “... struggled through the kelp to a small rock, where they clung until three other men who had been landed at the light got them ashore with a lifeline. The men ... had to climb, one by one, up a ladder attached to the light’s flying fox ... Big waves pounded the launch to pieces against the rocks.”⁷

Lemon Rock light was eventually assigned the Aids to Navigation Schedule number ANS60B but because of the extreme difficulty of access, the light was discontinued in May 1971. The lantern was placed in storage at the Tasmanian Maritime Museum in 2012 but was returned to AMSA the same year. It is now with the Queensland Maritime Museum in Brisbane which hopes to eventually put it on display. Following the decommissioning of the light at Lemon Rock, the site was declared surplus in November 1976 but, because it was subject to a land review by the Commonwealth Government, it was not cleared for disposal until September 1980⁸. After final approval in December 1980, Lemon Rock was sold to the Tasmanian Government for \$50 in 1981 and subsumed into the Freycinet National Park.

A replacement for the Lemon Rock light was built at Cape Tourville, accessed by road from Coles Bay. First lit on 17 November 1971 it has become a popular tourist attraction for visitors to the Freycinet National Park.

¹ *Daily Telegraph*, Launceston, Friday 5 April 1907

² *The Mercury*, 5 May 1914

³ NAA P1130, 32/0064, page 176, 15 August 1917

⁴ NAA P1130, 32/0064, page 59

⁵ *Australia Pilot*, Vol II, 2nd ed. 1929

⁶ Inspection report, May 1918, NAA P1130, 32/0064 pp 120 & 121

⁷ *The Mercury*, 1 September 1950

⁸ NAA A2194



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

Minutes**Opening**

Commodore Andrew Boon opened the meeting at 7:30 pm.

Attendance and apologies

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

Minutes of the 40th AGM

The minutes of the previous (40th) AGM were published in the October 2015 *Albatross* (and again in the September 2016 *Albatross*), and were ratified at the October 2015 General Meeting.

Business arising from those minutes (if any)

There was none.

Treasurer's Report and Auditor's Report

The Treasurer spoke to his report. A number of copies were made available at the meeting and the report has been placed on the website.

Key points made by Alex included the following:

- Overall the accounts are unremarkable and the Club's financial position remains healthy;
- Subscriptions are the primary source of income accounting for some 90% of total income;
- The *Albatross* is the main expenditure item (printing and postage);
- Postage for the *Albatross* has increase by some 50% but this increase was provided for in the budget and the 2015 increase in subscriptions;
- An accounting package is now used for the accounts which are now prepared on an accrual basis (except for subscriptions);
- The change in timing for subscriptions in 2016 (with invoices sent in July) results in an apparent one off reduction in subscription receipts for FY 2015/16.
- The introduction of a Social membership category for long standing members who no longer own a boat was noted.

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 2016:

“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 2016 and the results of its operations for the year then ended.”

The Financial and Audit reports were adopted on the motion of Alex Papij, seconded by Leigh Miller.

Appointment of Auditor

The requirement for an Auditor was questioned by Erika Shankley and a number of related comments were made in relation to the recent changes in regulations pertaining to audit. The Treasurer advised that the cost of the Auditor at about \$150/year is modest and the audit process is valuable in providing an appropriate level of external governance.

It was subsequently moved by Alex and seconded by Tony Peach that the current Auditor be appointed for 2016/17. The motion was carried. The Committee agreed to give further consideration to the requirement for an Auditor in the longer term.

(Secretary's note: Incorporated Associations with a turnover of less than \$250,000 are no longer required to have an annual audit of their financial statements. They are still required to submit annual statements to the Tasmania Commissioner for Corporate Affairs. For the Club to drop the annual audit requirement requires the Constitution to be changed. A Fact Sheet explains these changes. Refer to the following link for details.

http://www.consumer.tas.gov.au/__data/assets/pdf_file/0006/351870/Fact_Sheet_-_Changes_to_Assoc_Incorp_Act_-_July_2016.pdf

Vice Commodore's Report

The Vice Commodore's Report was published in the *Albatross* and is also available on the website. Lew spoke briefly to the report highlights and thanked those who assisted with the cruising program throughout the year.

Lew noted his support for the nomination of Sheenagh Neill as Vice Commodore for the coming year.

Commodore's Report

The Commodore's Report was published in the *Albatross* and is also available on the website.

Andrew expressed his thanks to the many members who supported the Clubs operations during the year including the Committee, Cruise leaders, the retiring Secretary and Margaret Jones who provided Committee level back up during extended absences of the Rear Commodore and Membership Officer.

Presentation of Awards

The Commodore presented the following awards.

- **Cruise of the Year:** Matt Westland and Sally Cooper (Alchemy) for their South Pacific Cruise. Matt and Sally also received a Cruising Plaque for this cruise.
- **Cruising Plaques:**

- For the cruise to Port Welshpool – Tony Peach (*Westwind*), Ian & Chris Barwick (*Willyama*), Mike Ponsonby & Julie Marsaban (*Rubicon*). Brett Doubleday (*Kokomo*) and Gordon and Janet Armstrong (*Nuage*) also earned a Cruising Plaque for this trip but were apologies for the meeting.
- For a trip to Melbourne – Alex Papij and Jackie Zanetti (*Rusalka*).

A question was asked by David Mitchell about the eligibility for a Cruising Plaque of David Jones (*Absolute Waterfront*) for a trip to Victoria including a circumnavigation of Tasmania. The Commodore advised that the criteria for a Cruising Plaque are clear and include a mandatory requirement for an *Albatross* article or presentation to the Club at a GM, neither of which had occurred in the case of *Absolute Waterfront*.

- **Life Membership nomination – Kim Brewer:** The Commodore advised that Alan Gifford has nominated Kim Brewer for Life Membership. The nomination was supported by the required number of members (seven) and considered by the Committee. The Committee has recommended that the nomination be recommended to the members at this AGM in accordance with the requirements for Life Membership under the Club's Constitution. Andrew read the nomination statement from Alan and moved that the Committee's recommendation to award Life Membership to Kim Brewer be approved. The motion was seconded by Lew Garnham and carried unanimously with acclamation. (The statement is filed with the official copy of the minutes.)

Election of Office bearers

The Commodore handed over proceedings to the Secretary for the election of officers.

The Secretary declared all positions vacant and advised of the nominations currently to hand as per the table below. He noted that no nomination has been received for Secretary and advised he cannot continue in the role as the maximum of 3 years under the Constitution has been served.

Position	Name	Clarification
Commodore	Andrew Boon	Incumbent
Vice Commodore	Sheenagh Neill	
Rear Commodore	Catrina Boon	Incumbent
Treasurer	Alex Papij	Incumbent
Secretary	-	No nomination
Editor	Christian Narkowicz	
Membership Officer	Julie Macdonald	Incumbent
Webmaster	Dave Davey	Incumbent
General Committee	Bryan Walpole, Darryl Ridgeway	
Warden	Chris Creese	Incumbent

Further nominations were invited from the floor but none were forthcoming.

Accordingly the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Secretary position in accordance with the requirements of the Constitution.

Any other business

There was none.

Close

The AGM was closed at 8:00 pm and was followed by a General Meeting.

General Meeting held at Derwent Sailing Squadron on 6 Sept 2016

Minutes

Opening

Commodore Andrew Boon declared the meeting open at 8:02 pm and welcomed those attending.

Attendance and apologies

Forty nine members registered their attendance. Twenty four apologies were recorded in the attendance sheet. There was one guest. (The attendance sheet is filed with the official copy the Minutes of the immediately preceding AGM.)

Minutes of the last General Meeting (2 August 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 Ottmar Helm seconded by Catrina Boon.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

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 given the opportunity to introduce themselves and their boating history:

- Ian Johnston (*Juliene*);
- Bill & Judith de la Mare (*Sheokee*).

Women on Boats

Jo Topp congratulated Kim on her Life Membership award noting that Kim was an inspiration for all WOB participants. The August WoB meeting involved a presentation from Alan Gifford on “road signs of the sea”. The September meeting will be on battening down, safety and heavy weather issues. Jo also advised that 10 women are doing the VHF radio course. Jo mentioned that Sailability is looking for volunteers. Any members who are interested in supporting this activity should contact Jo who can provide relevant contact details.

Items from other officers/other business

There were none (covered in earlier AGM).

Next Meeting

The next GM will be at DSS on Tuesday 4 October 2016 at 7:30 pm.

Close

The formal meeting closed at 8:15 pm.

Guest Speakers

Catrina introduced Glynn Shevels (Commander) and Ben Podolak (Deputy Commander) from the Kingborough Volunteer Marine Rescue. Glynn and Ben provided an interesting presentation on the recent work done to establish and develop Kingborough VMR into a viable organization and outlined some of the capabilities and recent activities of the organization. Hans van Tuil presented the customary bottle of wine and thanked Glynn and Ben for their presentation.

Close The meeting and presentation concluded around 9:00 pm.

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, Sheenagh Neill at ViceCommodore@cyct.org.au



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