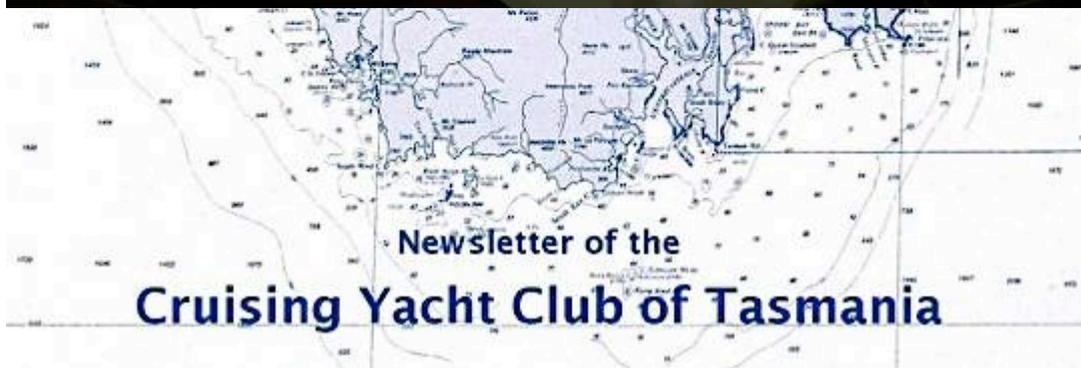
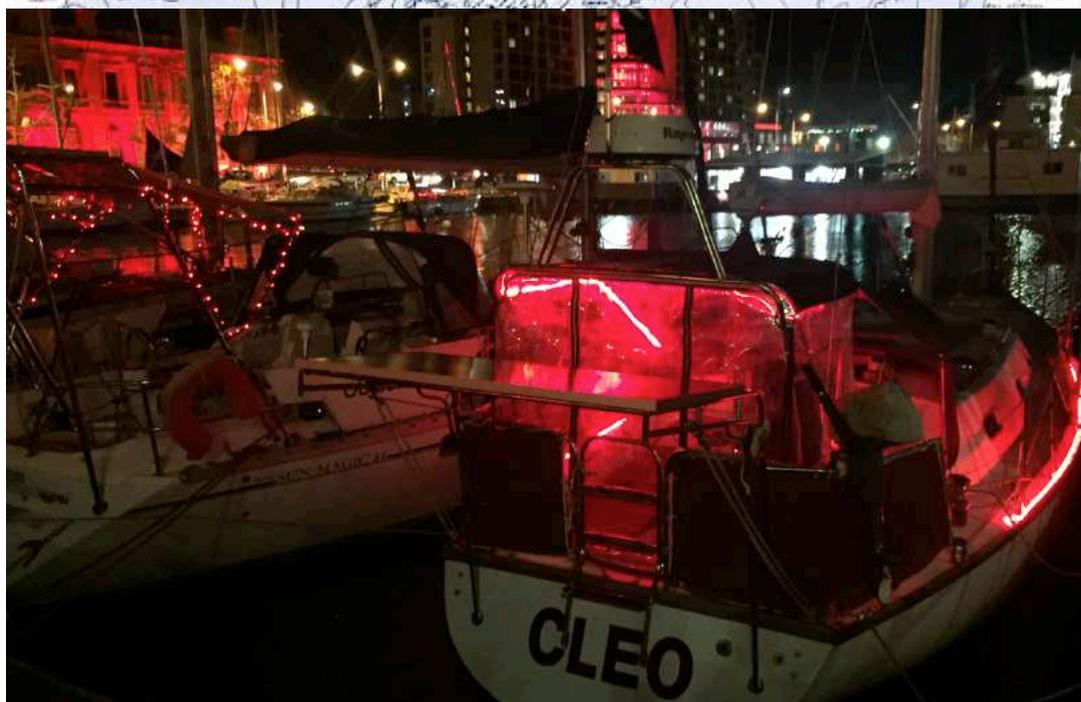


Albatross

Volume 44 No 7 August 2018



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.
The normal deadline for publication is 19th of the month prior to issue.
Negotiation with the editor may be possible**

Cover page: *Cleo* (Phil and Julie Garlick) and *Objectif Lune* (David Graney) in Constitution Dock for Dark Mofo, 2018. Note the Mediterranean-style mooring/rafting up. *Cleo* won the best-decorated (red) boat prize. (image Christian Narkowicz)

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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!

Club Moorings: See p. 26

	CYCT CALENDAR
August	
Wed 1 st	Committee Meeting @ 7.00 pm. Venue RYCT
Tues 7 th	General Meeting @ 7.30 pm. Venue: DSS Guest speaker Rev Warwick Cuthbertson.
Tues 14 th	WOB meeting @ 5.30 pm. Venue DSS. Care and repair of sails
Tues 28 th	Winter Forum TBA
Wed 29 th	Committee Meeting @ 7.00 pm. Venue RYCT
September	
Tues 4 rd	Annual General Meeting @ 7.30 pm. Venue: DSS
Sat 8 th	Annual Dinner @ 6.30 for 7.00 pm. Venue The Old Woolstore Hotel, Merino Room. Guest speaker Chris (and Wendy) Le Cornu
Tues 11 th	WOB meeting @ 5.30 pm. Venue DSS. Feeding the crew – provisioning for longer passages
Mon 17 th	Winter Forum @ 6.00 pm. Venue RYCT. Practical HF radio. Limited spaces available.
Wed 26 th	Committee Meeting @ 7.00 pm. Venue RYCT

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.

Editorial



Dark Mofo was a great weekend for those who brought their boats into the Hobart docks for the event. We, and several others, had two nights in the city. It was so convenient to be able to walk home to *Tahiti* after enjoying a night of concerts and socialising and a final walk of the dog. Sheenagh was able to relax once the CYCT fleet entered Constitution Dock. It was quite a grand entrance, too, executed with aplomb and efficiency. Some positive comments were heard from the many onlookers.

The night started with a social gathering aboard *Serenade* and finished, for me, with a visit to the Lark Laundry to have my socks ironed. That was the secret request required to gain admittance to the laundry where, past the rows of washing machines and dryers behind a curtain there was a space with a DJ and a menu of non-laundry items available to purchase and enjoy.

With the end of winter come the annual dinner and a spilling, and filling, of committee positions. This year sees the end of the three-year tenure of our commodore, Andrew Boon, who has presided over some significant activities that the club has been involved with. Southern Tasmanian waters are shared with aquaculture industries whose activities have the potential to impact on both the amenity of our waterways and the safety of navigation on those waterways. Through consultation with industry, MAST and other parties, some significant progress has been made in both areas (amenity and navigation). Subs have remained unchanged (at least over my two years of membership), new member numbers are strong, we have retained our club moorings, despite a strong push to do otherwise, and we still have 11 printed copies of *Albatross* each year. Facebook has proven to be a popular and well-utilised platform for sharing pictures and stories of cruising and other club related activities, despite the protestations and misgivings of some. The past year has seen a new website developed on a commercial platform. This has been a significant development that Andrew Boon has assisted in transitioning. As we look to a new commodore, potentially for the next three years, the club membership will need to choose wisely. The club is in a sound financial position and it will be crucial over the next few years to chart a course with a clear strategic goal. What does this club want to be in the future? Do we get more moorings or sell the ones we have? Do we aim to have a home base of our own or continue with borrowed premises? Do we stay with a Hobart base or shift our base to Kettering or elsewhere? Do we hike up the subs in order to carry out some of these objectives? How many on-water meetings is the right number for the club? There is a committee nomination form in this issue of *Albatross*. If you are interested in the future direction of the club, please do consider nomination for a committee position. Vice Commodore, Rear Commodore and Commodore are all up for grabs, as is Editor. Give it some consideration. What would be your strategic goals for the club? If you do not wish to be nominated yourself, at least let your opinions be heard by those that do participate in the new committee.

Christian

Commodore's Report



This is my penultimate report to you as Commodore as our constitution specifies a maximum term of 3 years for office-bearers who keep getting re-elected to the same position. The Annual General meeting occurs in September and all Committee positions are declared vacant. Some of the present Committee are putting themselves forward for re-election and we also have some nominations from new faces but there is still an opportunity for others to make a contribution to the Club by standing for Committee. Please consider!

At the Annual Dinner in September it is customary for awards and Cruising Plaques to be presented to those boats and crew who have been selected or qualify. Our major award is the Cruise of the Year. The criteria for this award and the process for making a nomination are in the *CYCT Management Handbook*, page 14 (<http://CYCT.clubexpress.com/docs.ashx?id=346377>).

I was asked to make a presentation on Cruising Destinations and Passage Planning to the RYCT Cruising Group. This was well attended, including by many CYCT members. The content had all been presented in talks to CYCT groups and *Albatross* articles over the years, but with the numbers of new members joining and the memories of older members gradually failing, we should consider recycling relevant topics. I was particularly pleased with the number of downloads from our website of documents relating to the AusENC charts. Maybe my crusade to convince you to use up-to-date, official, digital charts is starting to bear fruit!

Subsequent to the presentation I met with the Commodore RYCT, Tracy Matthews, to discuss ways in which our Clubs can cooperate. We talked about exchanging draft cruising programmes so that they complement each other, also encouraging members to attend their Winter Talk series and our Winter Forums; accommodating our meetings and making joint representations on matters affecting cruising.

For those interested in doing some training, don't forget our Development Fund, which will provide a subsidy of up to 30% of the cost of an eligible course, to a maximum of \$60. 'Eligible' courses are determined by the Committee so check first but generally any of the SailTrain courses will qualify. I would particularly encourage skippers and crew who have not done a Safety and Sea Survival course or equivalent (eg Elements of Shipboard Safety) to seriously consider doing one. Our General Meeting hosts, the Derwent Sailing Squadron, runs several of these courses every year.

Club member Robert Goss died recently after a long battle. We extend our condolences to Elayne. Two years ago *Indian Summer* was the committee boat for the Scout Ranger Regatta at Snug and Rob told me recently that he was determined to be there in 2019, but sadly he didn't quite make it.

It is also with sadness that I record the passing of Julie Marsaban, partner of Mike Ponsonby and crew on *Rubicon*. Many of us have followed Julie's struggle through her posts on social media since a notable late-night trip to hospital from Adventure Bay during a Club cruise. Our thoughts are with Mike and with Julie's family.

To mark the opening of the new Tas Maritime Radio operations centre on the Queens Domain, on behalf of CYCT I presented TMR with a copy of *Cruising Southern Tasmania* and *Cruising North East Tasmania* and a cash donation.

Don't forget to fly your burgee!

Andrew Boon

Facebook Report

CYCT Closed Group

118 members.

The group is being enjoyed on a daily basis by our members. Dark Mofo photos have been popular as well as Sally Holt's update on the *Blithe Spirit* moving to Fiji after 7 weeks in Tonga (lucky Sally!) Remember, all members over 18 years old can join and contribute to this group.

CYCT Public Page

Likes 150, Following 157.

We have more likes this month and the public face of the CYCT is continuing to grow in popularity.

Sheenagh

Wanted: Mooring for 11m Yacht

In or near Stewarts Bay, Port Arthur for February 2019

Willing to rent or offer reciprocal berthing at Oyster Cove Marina

Contact Damian Hope Mob: 0428 232 901 Ph: 03 6223 2901

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Vice Commodore's Report



Gales and emergency family issues have once again delayed the CYCT Clean Up Cruise. I am hopeful it will be held before September is over! So check the web or Facebook group for notifications.

I am very saddened by the loss of several of our members in July and my thoughts go to both Robert Goss and Julie Marsaban Stirling families. I met Julie when I joined Women on Boats (WOB). Julie was a great welcomer of any CYCT member and very nurturing of new members in particular. Her can-do attitude was infectious within the group. She was a great contributor, even taking *Rubicon* out for WOB annual sailing trips. Julie was over the moon when we started our Facebook Group and she became a popular and regular poster to our closed CYCT group,

To me it was her can-do attitude that permeated everyone who met her which I will miss the most. She loved posting and sharing her and Mike's many sailing trips to this group, especially if it included Paris (their dog) somewhere in the photo.

The editor has already announced this is his last year in the role and so I am also giving up the reins and passing on to new blood. We are looking forward to cruising further afield and for longer. My yearning for warmer waters will be hopefully finally satisfied.

The Vice Commodore role is a busy one. It involves attending and presenting at two meetings a month, coordinating and leading longer and regular calendar cruises and the writing of reports on these. Also, helping both the Commodore and Rear Commodore on combined cruises or land-based events. Next year it will also involve supporting the club with the Wooden Boat Festival 2019 events. In the past some Vice Commodores published annual cruise booklets. I replaced the booklet with a calendar spreadsheet of cruises published in October each year.

If I reflect back on my time I'd say it has been interesting to say the least. Change and getting support for that is always hard. Being a strong female is sometimes not an easy road to be on. In my time I've tried to see more cruises happening and led by more members. We are a cruising club: being on the water is our main purpose. I'm proud that more members readily held their hand up and led cruises. I am also pleased that this year we had two female members put their hands up to coordinate cruises. We also had several cruises running at the same time or overlapping during February/March. It's these initiatives that see more people coming on cruises and adventuring to places they haven't been before. I hope these popular initiatives continue. I will still offer to run a cruise or two next year. One to Flinders and beyond is on the cards.

Sheenagh

Rear Commodore's Report



We were very fortunate to have as our Guest Speaker at the July meeting Mr Nick Browne from the Australian Antarctic Division. Nick is the Project Manager for the new icebreaker *RSV Nuyina*, which is currently being built in Romania, Nick gave a very comprehensive and interesting Powerpoint presentation with some amazing photos and drawings of both the design and construction of the vessel. We look forward to seeing *RSV Nuyina* arrive in Hobart sometime in 2020; it will be of enormous benefit to Antarctic research.

Don't forget the Club's Annual Dinner on Saturday 8 September, in the Merino Room at the Old Woolstore, Hobart, 6.30 pm for 7.00 pm. Our guest speaker at the dinner will be Club member Chris LeCornu, assisted by his wife, Wendy. They will speak about the highs and lows of their sailing lives – the boats, the destinations, the choices – strangle the spouse or save the boat? Chris and Wendy will share their adventures, hoping you will laugh along and shout "Me too! Me too!"

The Woolstore is within walking distance of Constitution Dock, which means you can spend the night on your boat, for a fee of \$30. Details will be provided at a later date about the bridge opening times on both Saturday and Sunday. The dinner will be \$60 per head with drinks at bar prices.

Please RSVP by Friday 31 August, either by registering on the website or emailing me (lynpeach@gmail.com). Please also let me know whether you are planning on bringing your boat into Constitution Dock and whether you have any special dietary requirements. Preferred payment method is by direct bank transfer. The bank account details are - Account Name: Cruising Yacht Club of Tasmania Inc; BSB 067 002, Account Number 28035573. If you choose to pay via PayPal, please add \$3 or for credit card payments, please add \$2. The Dock entry fee of \$30 will be collected from boats during the weekend.

We look forward to seeing you at our next General Meeting on 7 August, 7.30 pm at the Derwent Sailing Squadron, where our guest speaker will be Reverend Warwick Cuthbertson. Warwick served as a sailor and Chaplain in the Royal Australian Naval Reserve for over 36 years and in 2007/2008 he served ten months' full time, with six months as Chaplain on *HMAS Arunta* in the Northern Arabian Gulf. After retiring, in July 2016 he embarked on an eighty day, fifteen country voyage on the container ship *MSC Ilona*.

Lyn Peach

Membership Officer's Report

Our current membership now stands at:



Family	304
Honorary	1
Life	6
Single	31
Social	8
New members	10
TOTAL	360

Although winter is here, new members are still sailing in, four being introduced this month with another six applications being processed.

At our July meeting I spoke of our buyers group that has been set up to provide real savings to our members. Currently we have negotiated a 10% discount on all marine insurance policies with Pantaneous Insurance. They are a world leader in Marine insurance, who genuinely can provide better marine cover at a better rate. I will be leaving some of their marketing information for club members to read. A number of our members have already had the benefit of the savings. In most cases the savings could exceed the cost of your annual club membership. To find out more, contact myself and I will lead you to their website and the procedure. We have also negotiated big savings from Island Batteries who supply all types of house and starting batteries to suit your boat. They are a local battery supplier with a huge range and are keen to work with our club. I have had a few members who have purchased batteries with significant savings. The arrangement will be that any member who needs new batteries must produce their membership badge and identify themselves. I think you will find that it will be worth your visit. Please provide feedback on your experience. It may eventuate that the savings from the buyers' group mean "It won't pay you to leave".

It was discussed at our last general meeting that we purchase a bulk lot of 10 miniature smoke alarms for members to buy and install on their boats. A recent spate of boat fires shows the importance of these devices. They will be priced at \$48 dollars and available from Elizabeth at our August general meeting. As our colder months are here, I have also purchased the latest diesel heater for less than \$300, which three years ago was \$700. It will be available for inspection at our next meeting. I have just installed one of these heaters and find them amazing.

The Boaties market in the Kettering Hall will be on Saturday the 15th of September. This event is a good fundraiser for our club. I will coordinate the day along with the KYC. We will need at least two volunteers to help set up the Hall. Come and see me if you can help.

As you all will be aware, the annual election of office bearers is imminent. The club's future success is reliant on active input by all members at all levels. I encourage members to give it a go. My role of membership officer is becoming vacant. The procedure for this role is not difficult and is a lot of fun. You get to meet the new members first. I am more than happy to coach any potential applicant so there is a smooth transition. All positions must be filled so the club functions efficiently and effectively so that all members can continue with the boating activities that others have enjoyed for the last 43 years.

Remember, the member who introduces the most new members wins a complimentary night's accommodation at the Woolstore Hotel. This will be announced at our annual dinner and it's never too late to participate.

Richard Taylor *Easting Down*

Women on Boats – June 2018

Routine maintenance : What to do and when to do it.

The WOB meeting for July was an important opportunity to remind us about the importance of boat maintenance, having a schedule to work from and to keep a log of your actions.

Kim Brewer presented a thoroughly researched topic of “Keeping it all together: Boat Maintenance what to do and when to do it”.

A good turnout of ladies was given a very helpful handout, which contained vital information regarding the topic of boat maintenance:

- how to keep records and a log of your actions
- auditing your jobs,
- planning your chores in degrees of importance, if you are time-poor
- using a variety of methods to record your actions,
- accessing specific websites which have easy spreadsheets already established, (after all who needs to reinvent the wheel!)
- looking at manufacturer's maintenance guides/checklists for specific equipment

Edson Steering was used as an example.

Maintain your vessel, know what has to be done and when, plan in advance, have the right tools, tradespeople organised and have your spares, before you are on the hard!! Learn how to do as much as possible yourselves. Ask questions of your service personnel. Build on your knowledge

and keep up-to-date with safety and legal aspects of owning a vessel, for example with new regulations and insurance requirements.

Keeping good records is essential, especially as we get older and (speaking personally) our memory may need a bit of help!! This will not only assist with your seasonal, annual and longer maintenance planning....BUT as an added bonus, provide excellent support for point-of-sale and value-adding when you do have your vessel in the sights of a purchaser.

It was a well-rounded evening, with some good anecdotes and a friendly meal shared afterwards.

Next month we look at how to take care of your sails and some repair skills to have up your sleeve.

Tracey Taylor

Vale Julie Marsaban-Stirling, an enthusiastic WOB and CYCT member.



Julie helming *Rubicon* on the New Norfolk autumn cruise, 2017 (image David Mitchell)

Dark Mofu June 23-24 2018**Sheenagh Neill**

The Dark Mofu cruise came as an unknown quantity. Thanks to Kim Brewer I was pre-warned and armed on what was expected and whom to contact. Because of recent floods the allowable draft in Constitution Dock was reduced to 2.1 m. This eliminated some boats (such as *Tahiti*) from entering Con Dock. However, we were able to negotiate with MAST a longer than usual stay on the MAST berths outside the dock. A word of advice for anyone wishing to use the outside berths, contact MAST immediately upon arrival (text a message to 0418 145 439). MAST were excellent to deal with and very accommodating. We had 7 CYCT boats and two guest boats from Kettering on the MAST facility overnight. This left us with the challenge of fitting a further 9 CYCT boats within the dock, to join several that had already found prime positions. One unknown unknown was how many other non-CYCT boats may wish to stay in the dock and take up precious space. The dock cannot be secured exclusively for one club. We measured available dock space days before, but much of this was occupied by Saturday. Fortunately *Serenade* was able to negotiate an arrangement with *May Queen* to raft up alongside that classic piece of maritime history.

Tahiti berthed on Friday and while I was sitting on the steps near Mawson's Pavilion, watching a young dancer going through an amazing routine, and contemplating the dilemmas of the next day, Paul Strong and Sally Schofield came to visit. After some discussion Paul suggested doing it Mediterranean style. What a great suggestion. I immediately phoned the skippers of the relevant boats and all were in agreement, with *Objectif Lune* (David Graney) chosen to lead the process.



A fine demonstration of Mediterranean-style mooring at Con Dock (image Phil Garlick)

On Saturday the bridge came up at 1100 and while tourists watched and marvelled, with David and Max Watson zooming around ready to assist, the fleet entered the dock. I had a prime position on the fly-bridge of *Serenade* and with my hand-held VHF communicated with the fleet and Tas Ports. *Objectif Lune* dropped anchor and made a perfect reverse park. The rest of the fleet either headed for the Davey St corner of the dock or backed in, Mediterranean-style, to join *Objectif Lune*. *Amity* (Phil Kimber) joined the other motorboats in the Mako corner. It was all over in under 12 minutes. There was a real positive vibe around the dock and a sense of occasion. The CYCT banner was raised on *Cleo* and the Club can be assured that everyone who watched the entrance and rafting-up was impressed. I think the Club members' efforts effectively silenced any doubting Thomases.

After settling in, members were invited for drinks and nibbles aboard *Serenade*. Unfortunately Kate was called away to work but David and the children did a wonderful job looking after their guests. It was announced that there would be a prize presented to the best lit-up (red) boat, to be judged by Commodore Boon. Just after 1800 the prize was presented to a very chuffed Phil Garlick (*Cleo*). I felt that a bottle of red Evil Incarnate could not have been a more appropriate prize.



Commodore Andrew Boon presenting the award to Phil Garlick (Image Judy Boon)

Members were then left to their own devices to enjoy the evening and Dark Mofo events. Reports were heard from members attending Dark Park, the Winter Feast and various musical events. After hosting a few drinks on *Tahiti*, where Mark and Russell (*Crown Venture*) demonstrated that slippers are the perfect footwear for boats and vodka drinking, Tom and Jill (*Suhail*) joined us for an opera, *Backwards From Winter*, at the City Hall.

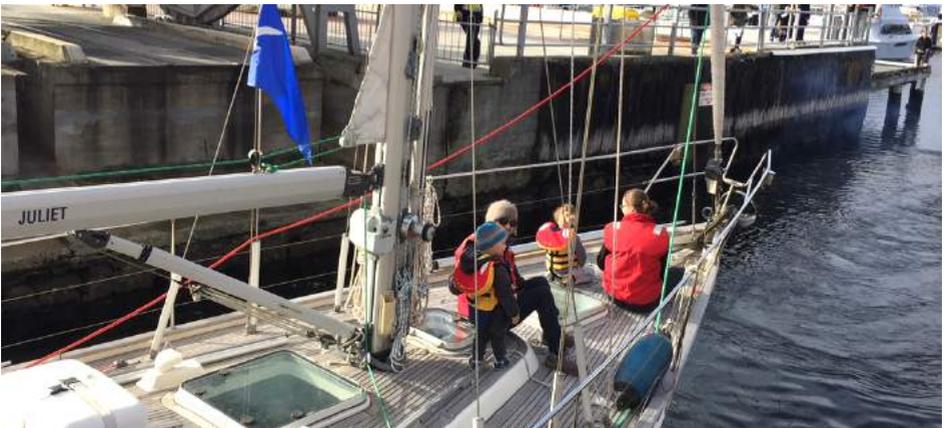
The next morning we had a visit from Val Nichols who joined me for a coffee with Paul and Sally followed by a walk around the dock to chat with club members and confirm exit

procedures. At 1055 the anchors started coming up and boats started circling in preparation for egress. Lucas and Max were at the ready, each in a tender. At 1100 the bridge came up and boats departed in a very orderly manner, to the delight of onlookers. *Venus* was followed out of the dock by Max and Lucas, who piloted their tenders all the way to Lindisfarne.



Lucas and Max Watson (and dog) leaving Con Dock, bound for Lindisfarne (Images Christian Narkowicz)

Onlookers were heard to ask about the club and made positive comments about the Boon grandchildren, obviously enjoying their time in the sun, and re the competence and confidence of the boys in their tenders.



Juliet (Andrew and Judy Boon) with some of the young crew, leaving Con Dock (image Christian Narkowicz)

I thoroughly enjoyed meeting more members and having a couple of nights in the city. I encourage members to use the MAST facility more often. A big thanks to all who attended and supported my planning, especially to all of the Watson family for hosting the afternoon social gathering and providing on-water support.

Vice Commodore Sheenagh Neill (*Tahiti*)

Cruising New Caledonia

Chris Le Cornu

I The navigator sat with eyes glued to the cockpit plotter and called the depth: “60 metres”. “Come twenty degrees to starboard” advised the mate. “40, no 30 metres” “Come to starboard!” said the mate, a degree of urgency in his voice. He was also watching the plotter. “20, 10, 8, HARD TO STARBOARD!”

The yacht sailed serenely along the edge of the reef in 8 to 10 metres of water, breakers only 100 metres away on our port side. They had been invisible only minutes before, as we were approaching from the windward side of the reef. Thank goodness for modern instrumentation and accurate charts. Did I say accurate? The dotted line around the reef referred to a note: “No hydrographic survey. Reef locations have been identified from aerial photographs.” Luckily it must have been a clear day for the photos, because the position was spot on. Only 20 minutes earlier, we had sailed over a saddle between two reefs. The depth sounder went from 60 metres to 10 and back to 50 in less time than it took to type this sentence. Welcome to sailing in Le Lagon, Nouvelle Calédonie.

Our original plan had been to sail from Cygnet to New Caledonia, via the Gold Coast, in 2017. When our departure was delayed until mid-May, we decided to cut New Caledonia from the itinerary and restrict the cruise to the NSW and Queensland coasts. While pondering if we could do the trip in 2018, I received an email from Air Calin offering cheap(er) fares to Noumea. I took this as a sign and decided we could do everything if we cut out 4 000 miles of sailing and simply hired a yacht over there. We booked the boat and the air fares and carried on with our coastal cruise.

When we finally got back to Cygnet I opened the Navionics Webap to have a look at where we might sail. It is worth a look. The whole of the lagoon is covered with reefs and bommies. Aside from the main shipping channels, it seemed impossible to sail anywhere! You would need two lookouts, a navigator, and crawl along at snail pace, like Captain Cook with his lead line. Studying the chart is a buttock clenching experience.

When you zoom in, and have a closer look, you realize that the majority of the obstacles are at a safe navigable depth unless you draw over 10 metres, as the nickel ore ships do. Noumea is a yachtsman’s paradise. There are always racers and cruisers going in and out of the harbour and on weekends the lagoon is filled with sails. Indeed, once you work out how to change the colour on the chart of everything below ten metres, you can see that there are hundreds of square kilometres of glorious, safe, warm sailing waters. Sure, there are spots where you have to be extremely vigilant, but it is usually for half an hour or so, not every hour you are sailing.

We decided to book a Beneteau Oceanis 41, confident we could handle it on our own, but big enough to accommodate another couple. Friends from Cygnet, who were very experienced sailors, decided to join us. We could all speak some French, which was helpful, but not an

absolute necessity. Our contract started at 2pm on Sunday afternoon, which seemed odd to me, but the charter company, Dream Yacht Charters, could not have been more helpful.



The Beneteau Oceanis 41 at Ilot Mato (image Chris Le Cornu)

We spent most of the Friday going over the boat and talking through navigation and anchorage suggestions. They opened the boat up for us and allowed us to stock the fridge, cupboards and lockers in the days leading up to departure. So, on the Sunday, we booked out of our hotel, went straight to the boat and cast off at 10 am.



Tough downwind sailing (image Chris Le Cornu)

The big low pressure off the coast of NSW had upset the normal SE trade wind pattern, so we had two days of westerlies. We flew downwind to the Baie de Prony on the Sunday and had an easy reach to the Ile des Pins on the Monday, instead of the normal beat to windward. The Isle of Pines is not inside the Lagoon, but has its own fringing reef. The last five miles or so were a

bit bumpy, and the leads impossible to pick out, so once again we were grateful for the B&G plotter. It reminded us of what sailing was like 30 or 40 years ago, before GPS; trying to take sights from a bouncing deck on islands or hills that all look the same, and then struggling to hold onto your lunch while you tried to transfer the sights onto a chart below. Kids these days just wouldn't believe you!



The pines after which Ile des Pins (Isle of Pines) is named (image Chris Le Cornu)

The westerlies had made the main anchorage untenable, so we tucked around the corner and found about 20 other yachts and cats. Some had sailed across with the Go East Rally, and had lots of praise for the organisers. We swam, snorkelled and explored.



Reefs abounded with small tropical fish, but we only saw big fish in marine reserves (image Chris Le Cornu)

The water was fine, the breeze a little chilly when you got out, but the hot showers on board were just sublime. Many of the shallow reefs had suffered some bleaching, like the reefs in Australia, but there were signs of recovery. Colourful reef fish abounded. We practised learning the French names for them, as well as for the ones we bought and ate from the markets.



A bath fed from a warm spring at Baie du Carenage



One of the 2400 endemics (images Chris Le Cornu)

When the winds turned around to the south-east, we spent a day back in Kuta Harbour and the following day headed north, to find some of the spectacular anchorages within the Lagoon. You have to weave your way between numerous reefs, most of which are within the dotted line “not surveyed”. It’s pretty easy when the tide is low, the sun is out and the sea flat, but when there is a bit of breeze, chop and an overcast sky it can be nerve wracking.



Overlooking the anchorage at Ilot Casy – now a reserve (image Chris Le Cornu)

The charter company assured us we wouldn't have a problem. I think if I lived there, I'd seriously consider fitting forward-looking sonar!

We had a few cloudy days, thanks to the NSW low, and the visibility in the water wasn't great, but we could easily imagine what it would have been like on a perfect day. Many of the locals have swapped their yachts for power boats, so they can speed out to their favourite dive sites when the weather is perfect.



Sunset at Ilot Mato (image Chris Le Cornu)

We had a thoroughly wonderful time and whetted our appetites for a visit to some of the more remote anchorages, especially the Loyalty Isles. The biggest question is whether to make a six month project and sail from Tassie, or take the easy way and fly and charter.

Decisions, decisions, decisions.....

Chris Le Cornu

My Dinghy (love) Story

Bobby Doe

My involvement, (or evolvment) with dinghies and such, began at a very early age with watercraft many and varied. From a packing crate that was sealed with bitumen tar that melted in the summer heat while my erstwhile friend Harry Ingham and I bailed like crazy and paddled ashore like mad, to save what we could of the fish swimming around inside the crate. These fish we had caught near the reef line, including a small grey reef shark that was continually having a go at our bare feet. Most escaped in the Surf on our beaching. Then, on to bigger and more stable craft, and much later in life, the building of the three-masted staysail schooner *Christian Ventureur*.

The dinghies have always been my favorite little ships, powered by all manner of means and imagination. I learned as a young boy how they were put together with various types of wood, and mastered the art of replacing the garboard planks, stems, keels, stringers and ribs that are the makeup of a traditional dinghy. All of this under the watchful eyes of Marshall Frith, a kindly old beekeeper who was also a genius in these matters. The training grounds for these little ships were many and varied. The more adventurous included the mouth of a little harbour bay, smothered in mangroves, on Bermuda's south shore, called Hungry Bay. I suspect that the name has something to do with its crafty ability to swallow less seaworthy craft in the surf at its mouth from time to time! Bermuda dinghies were easily driven by small inboard or outboard engines and by various sail rigs and oars, even sculling oars at times.

Traditionally in Bermuda's history, dinghies were a treasured possession, being a practical means of transport up and down the Island, used widely for fishing, and wooing one's sweetheart and such. They were a training ground that helped shape and preserve our maritime heritage; not to mention also, their owners' erstwhile efforts towards preserving a robust population, under a full moon in good weather! Each family's dinghy was unique; their ideas as to the best building methods, materials and construction lines differed. They often raced their favorites against each other by sail and oar. These dinghies were often passed down from generation to generation by the various families that built them.

My first dinghy that I actually owned and repaired (I think I was about 12 or 13 years old) was a 14 footer I named *Sashweight* because of its uncanny ability to leak against my best efforts of caulking the seams to prevent it from sinking. It was painted a sickly pinkish grey, the result of a mixture of the remnants of an assortment of paint tins, as an attempt at some form of respectability. *Sashweight* was powered by a small trusty three and a half horsepower Johnson twin that had the cover sealed with heavy pump grease to keep the surf from flooding the carburettors and spark plugs. One memory of that Dinghy and fishing, was a large ball of chocolate-something, that was as hard and round as a cricket ball and survived almost a whole summer rolling about in the fishy bilge water and gradually got reduced as I would hack off a piece to suck on now and again. The 'chocolate cricket ball' was the result of a failed brownie recipe - at 12, I was not a good cook!

The rest of the dinghies in Hungry Bay usually had Seagull outboards of various pedigrees. I relate my own experience of Seagulls: some people swear by them; others swear at them! I am of the latter group especially after one incident. One day, dressed in a wet bathing suit, I reached over the back of the idling engine to check something. My hand touched the unprotected spark plug lead and I was propelled bodily over the engine and into the water with the grace of an Olympian pole vaulter as my body received a healthy lesson of grounding out an electrical current in a most unseemly manner! *Sashweight* and the trusty little Johnson invariably got to tow in the Seagull boys, when their carburettors would get submerged in the surf along with other problems. Once or twice the twin cylinder Johnson would get home on one cylinder! But get home it did!

Dinghies come in various sizes and shapes according to where the owner needs its abilities to shine. Fishing and net carrying abilities resulted in a buxom wide-beamed design needed to carry the extra weight of the soaked nets and fish harvest. Dinghies used for transport of goods and people also favoured the more buxom shape. The need for fast sailing abilities as racing evolved, started with slender beautiful lines and varied with the size of the crew and sail area to a wider but not quite buxom design. Fast rowing abilities for pilot and whaling gigs usually favoured the slender side. The much larger sail and rowing pilot gigs that carried crews up to ten or more, are a good example.

There was a magnificent large dinghy that used to sit at a mooring in Flatt's Inlet, year after year. Seemingly unused, it never left its moorings. One day, being overwhelmed by my desire, I transferred my father's Anzani outboard stored in his cabin cruiser into my little punt with great difficulty, as it was very heavy, then clamped the engine onto my new command. I slipped the moorings, and quickly ventured out of the inlet into a sharp wall-sided sea (tide into the wind type) at the blistering speed of about 3 knots at full throttle. As I nosed that beautiful dinghy into her element, I became hooked on dinghies. My escapade was not noticed and I remained uncaught! And that dinghy soon after disappeared from that mooring. Strangely enough, some 30 years later, I came across that same dinghy again after it had passed through a number of owners. Recalling my early love affair, I gained permission from the present owner to knock off a fibreglass copy of it. She was a top end size of its type, about 17-18', a very pretty design with 'tumble home' sides near the wine glass stern and a nice shear line. I made the fibreglass copy in 48 hours and called her *Starbright*, (as I had built it at night). I tested a Chinese lug rig on her at the time, and she sailed very well. I never found out the history of that beautiful wooden dinghy, or who designed and built her, but she is presently displayed in the maritime museum in Dockyard. The fibreglass copy *Starbright* is moored off Bethels Island in Somerset.

I believe that good dinghies are like beautiful women that do not lose their beauty with age! Dinghy types and tastes vary greatly. For me, I love a dinghy that can row, sail and motor equally well. Those combined abilities are the most difficult for a designer to get right and end up with beautiful sweeping lines that are a constant pleasure to the eyes and have sweet handling abilities to boot. The good dinghy is a good sea boat and a good teaching tool for its owner to

learn the very basics of all around seamanship. For instance, the shifting of weight forwards or backwards to trim the dinghy is the basic skill needed to safely negotiate head and following seas. Into the sea and on the level the dinghy tends to go faster slightly bow down, shifting your weight forward. Shift your weight back; bringing the bow up and the dinghy should track well off the seas overcoming the tendency of the forefoot from taking control and broaching. Or, when the dinghy gets full of water...one should have listened to the gale warning and stayed at home!



Mucking about in dinghies (images courtesy of Bobby Doe)

Dinghy designs can sometimes breed cranky or quirky behavior in one or more of its abilities, like some cars, motorcycles and airplanes exhibit. This can be considered as 'foibles' and can be compensated for, much like a good marriage does! In Bermuda, the dinghies that were my favourites were designed and built in the 1930's by Mr. Buster Hayward of St. David's. He designed and built a couple of unfitted sailing dinghies with beautiful lines that somewhat influenced my later designs.

When I was asked recently how I came up with my latest dinghy design, the now locally famous Huckleberry 18'TM, I explained it this way: A picture forms in my mind's eye, I then build a framework, a shape for the mould, and work and change and work till I match the picture that is there in my head. There is no lofting, no drawings on paper, no files on a computer. It is done entirely by eye and inspiration from God. In St David's most of the dinghies used for fishing and bait hauling were built entirely by eye. Mr. Pitcher was one of the most noted for his craft and type of dinghy in recent times. Thirty plus years ago I designed the first Huckleberry dinghy, 12' 4", and built a female mould and that mold and another one produced almost 50 hulls. They were a bit tender without some ballast and with the amount of forefoot, exhibited some tendency to broach, running off the seas, if you weren't paying attention to the shifting of some

weight aft. The popularity of the design derived from her attractive lines and the little care required offered by fibreglass construction, resulting in stronger and lighter hulls than those made of wood. Plus, they sailed and rowed well...winning races! Huckleberry 12's can be seen dotted all over the small coves and bays of the island, and in ports overseas, a testament to their popularity and robustness, having lasted for well over 25 years, and still going.

As the years went by, I was often approached about designing a larger dinghy and so recently I decided to go ahead and do it. The market had changed in the ensuing years. The original Huckleberry 12 was now considered too small for growing and aging families: their owners getting heavier and slower, grandchildren now getting in on the scene, and even they were getting taller and bigger. Yet another factor was there was a growing desire to get away from the larger fuel guzzlers that bloat the many boat storage yards and marinas. Big enough for the family but too big for the wallet, putting a great demand on their now limited recreation time, and for maintenance and upkeep that could be better spent on precious time on the water. So in the summer of 2006 the new Huckleberry 18™ vision began, and a vision it was. The picture in my mind's eye slowly became the mould configuration, the shape evolving to meet my mind's picture, and how I wanted it to perform in the water. The first hull was launched May 25th 2007. A second hull was launched shortly after for Peter Chapman of Somerset. It turned out that this design had exceeded all of my hopes and expectations. With extensive testing, no foibles appeared and it turned out to be a sweet design.



Huckleberry, at Newport, kitted out for open ocean crossing (image Bobby Doe)

Early in 2007, a germ of an idea began to form and take shape towards an open ocean crossing to the east coast of America. Huckleberry's handling abilities were sound and the venture

seemed possible. That summer I designed and fabricated a bolt on ocean shelter and deck to fit the standard production hull. In October 2007 I conducted open ocean trials, going out as far as 200 nautical miles offshore, with great success in all areas. In November 2007, I suffered a serious heart attack, and was flown off the island for emergency treatment, made possible by timely assistance of the local charity, the Lady Cubit Compassionate Association (ICCA) one of Bermuda's oldest and most respected charities. I returned to Bermuda in December, and started to recover. As my health and strength gradually improved, I thought again of the ocean crossing, and now I had a purpose to attach to this mission, to raise funds for the ICCA. I had a second chance, one that would not have been possible without God's and their help: this is what I could do in return for them and others like me! I knew that I could carry it out, and I did.

Huckleberry, the little boat from Bermuda, departed June 15th (Fathers' Day) to Newport and back to Bermuda: 1270 nautical miles as the crow flies. In the quest a world record was made for a Bermuda dinghy: oldest pilot, single handed, unescorted, least amount of fuel, longest distance over open ocean, with the smallest outboard (9.9 HP).

Note: The Guinness Book of Records declined our application, which we submitted just before the attempt. It was considered not interesting enough, amongst, longest toenails, hotdog eaters and ball bouncing etc, etc. But, as I was doing it for charity, it didn't matter!



Fiona and Bobby Doe with their dinghy (image courtesy of Bobby Doe)

For me, a dinghy represents an opportunity for economic, realistic, practical boat ownership; an outlet for dreams and adventures; a never-ending source of enjoyment. This same craft accompanied Fiona and me to our new home in Tasmania, and is still doing all that she was designed to do - to simply have fun!

Bobby Doe

Composting Toilets – the Best Way to Go?

Andrew Boon

Bill de la Mare led a presentation on the nuts and bolts, pros and cons of using a composting toilet in a cruising boat. After a brief introduction and urging us to forget about the ‘yuck’ factor, Bill introduced Anne Clark who has two composting toilets on board *Wayfarer II*. Anne had 5 crew aboard for over two weeks at Port Davey and Bathurst Harbour in March this year. The only issues she had were not with the toilets *per se*, rather with some logistical (political?) challenges making sure that usage was roughly equal between the two toilets to maximise the time between ‘dumps’. The toilets did not require (solids) emptying during the trip. To achieve that with a conventional marine toilet would require about 500 litres of holding tank capacity.

Anne described her routine for the toilets: mainly emptying the liquid (urine) container daily. Keep the solids on the dry side of damp and minimise the amount of paper that goes in with the solids. She removed the toilet body and buried the contents in her garden at the end of the trip. The contents were not at all offensive; in fact, Anne was surprised at how ‘pleasant’ the decomposed product was, especially if left for a few days after the last use.

Bill then went on to summarise the effects of the regulations that soon reach their final implementation. Part 3 of the Sewage Management Directive comes into force after 01 Nov 2018. Discharge of sewage that is not disinfected is prohibited with 1 nautical mile of land (including islands), in water less than 5 m deep, within 500 metres of any operating shellfish farm, 120 metres of a person in the water, as well as anywhere within a marina, designated mooring area or canal (not too many of those more than a mile from land), a marine resources protected area and the whole of certain (listed) areas including Bathurst Harbour. The complete directive can be found on the EPA website.

These restrictions make the option of a composting toilet quite attractive. A composting toilet can be used by two people for a month continuously without emptying the solids compartment. The liquids (urine) container needs to be emptied every two days or so. Urine can be discharged anywhere. As Bill pointed out, urine is sterile if not contaminated. An electric fan draws air from inside the boat, through the toilet and vents to outside. This promotes the aerobic action of the toilet, thereby eliminating odours. Any remaining odours would be evacuated outside as the air pump, combined with a rubber seal on the underside of the seat lid, maintains a negative pressure in the body of the toilet. The fan must run permanently. The fan on the AirHead unit that Bill and Anne have installed draws 60 mA from the 12 V supply, or you could fit a solar-powered vent in place of the supplied fan.

The AirHead unit, which both Anne and Bill use, is 470 mm wide, 470 mm deep and 485 mm high. My Jabsco Twist n Lock manual toilet (regular size) is 465 mm wide, 490 mm deep and 345 mm high, but it is mounted on a ‘shelf’ which is about 150 mm above the floor. So the footprint of the composting toilet is similar to a conventional marine toilet, but the height of the toilet above its mounting platform is about the same as the height of the conventional toilet above the

floor. Because of this, some users have extended a plinth in front of the composting toilet to make it easier to mount. Apart from sorting out the floor, installation consists of fastening the floor mounting brackets to the floor, slotting the solids tank into position and securing to the mounting brackets with thumb screws, placing the seat assembly on top of the solids tank and securing with thumb screws and placing the liquids tank in position. A flexible ventilation hose is attached to the seat assembly and led to the fan unit, connected to 12 V power, that is installed under a mushroom vent.

To prepare the toilet for use, place the peat moss brick in 4.5 litres of warm water for several hours. After it has swollen to fill a 9 litre bucket, transfer it to the solids tank, add some (supplied) compost starter and you are good to go. In use, best results are achieved when seated – obvious for ladies but applicable to men also. The following is from the AirHead instructions for solids:

1. With 'trap door' closed, place liner in bowl over trap.
2. Provide donation in the seated position. (use the toilet, ed.)
3. Depress black lever to open trap door. Gravity carries liner and donation into 'solids tank'.
4. Place toilet paper into hole.
5. Close trap door.
6. Turn crank to agitate contents.



The complete AirHead installation

The instructions given by the manufacturer are quite specific. Once the toilet is set up, using it is relatively straightforward, probably easier than trying to explain the use of a conventional manual toilet with and without using the holding tank.

Several of the audience had experience with composting toilets and were universally satisfied with them. The only bad experience mentioned was one installation that did not include the fan. This resulted in anaerobic conditions and resultant odours. Another comment was to stick with the peat moss or coir bricks and don't use biochar. Apart from these comments, all users present were happy with toilets that did not smell, were relatively easy to use, were kinder to the environment and required no through-hull fittings, sea-cocks, valves, holding tanks or plumbing of any kind. And - a month of continuous use for a couple before needing to be emptied.

To round out the evening, Roland Gilbert talked about his do-it-yourself composting toilet that he built for motor-home use. He brought his toilet along to demonstrate how simple the basic process is and show that building your own marine toilet would be quite feasible.

Convinced? I am and will be ordering a composting toilet for installation later in spring. If you would like to add to the order and share some freight costs, please get in touch.

Thank you from all who attended (over 40, standing room only!) to Bill, Anne and Roland.

Some references (there are many more, just Google “yacht composting toilets”):

<https://www.boatingmag.com/choosing-composting-marine-toilet - page-3>

<http://www.mysailing.com.au/news/composting-toilet-passes-the-test>

<https://theboatgalley.com/composting-heads/>

Andrew Boon

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

News

Tas Maritime Radio's new Operations Centre and Museum

Tas Maritime Radio officially opened their new operations centre in late June. The new building houses the radio room, training area and marine radio museum.



The new Tas Maritime operations centre

The radio room enables full access to the control console and equipment racks, including wheelchair access should the need arise. The centre can operate independent of mains power for an indefinite period using batteries and a backup generator. Tas Maritime Radio provides a safety service to Tasmanian mariners through their network of ten remote VHF bases around the Tasmanian coastline with another on Barren Tier to serve inland fishers. Two long range HF bases at Snug Tiers and Bruny Island cover an area up to five hundred nautical miles around Tasmania, across to New Zealand and into the Pacific.

The marine radio museum has a display of radio equipment used by VIH Hobart Radio and that of Tas Maritime's predecessors Margate Base, Tasmar Radio and Coast Radio Hobart. A large collection of post war radio transceivers, used on pleasure and commercial vessels is also on display. They range from those made in Hobart in the 1960's to an emergency lifeboat radio made by Marconi in England. (images courtesy of Tas Maritime)



Part of the museum display

Tas Maritime are happy to accept short stories of your boating experiences. Submit to admin@tasmaritime.com.au with photos. For all Tas Maritime Radio news, visit their website: <http://tasmaritime.com.au/TMR/index.php/tmr-media/tmr-news>

Tas Maritime are looking for old marine radios to add to their collection in their new museum. If you have one and would like to donate it to the museum, send an email to info@tasmaritime.com.au.

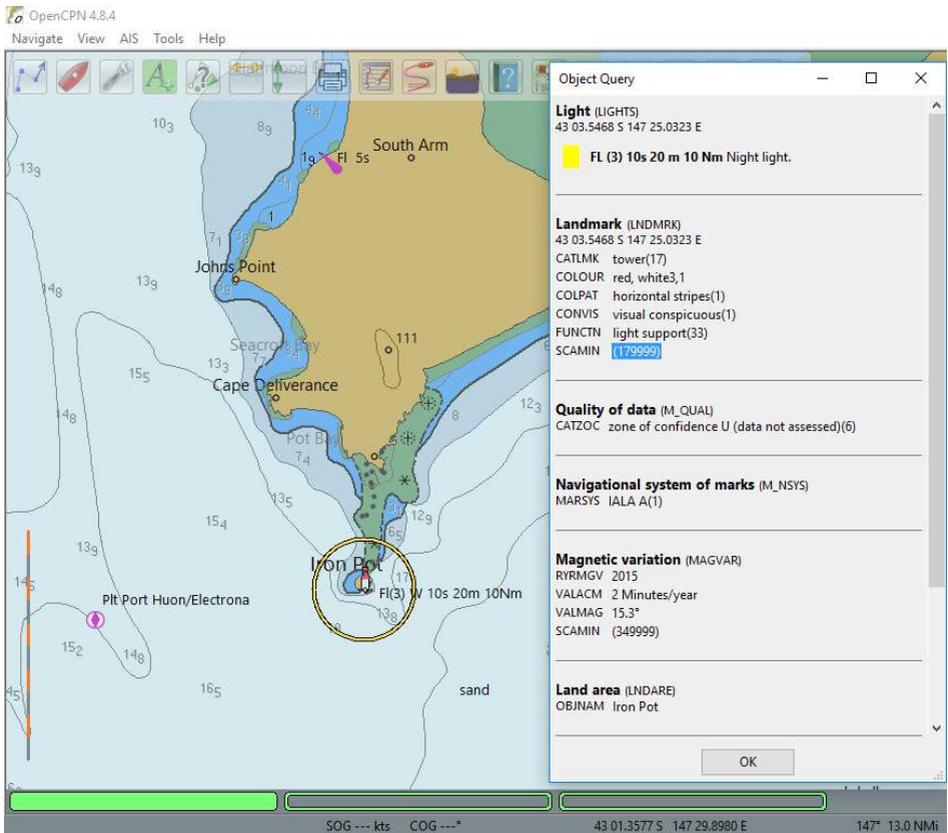
The CYCT has contributed to the operations of Tas Maritime Radio by donating copies of *Cruising Southern Tasmania* and *Cruising North East Tasmania*. In addition a cash donation of \$185 (\$1 per full club membership) was provided to this important organization.

Iron Pot light tower Update to AusENC charts

The Iron Pot light tower (the red and white painted edifice that holds the Derwent Light) has been added to the digital nautical charts (AusENC) following a request by yours truly. Note that the light has always been shown, but the conspicuous tower (a Landmark in chart terminology) was not.

The Maatsuyker lighthouse is not currently shown on the charts. The structure shown is actually the support for the operational Tupperware light, which is not quite in the correct position. I expect the conspicuous Landmark tower to be added at the next fortnightly update, as well as the correct location for the light.

Tasman Island lighthouse (tower) is shown correctly, as it still houses the operational light.



New Members

Stan and Bev Pickering *Obsession*



Stan Pickering with a new wind speed indicator, sailing *Obsession* across Storm Bay (image Graham Foxwell)

On relocating to Tasmania I was looking for different challenges. Bev suggested I try sailing. In 2007 I was introduced to Port Cygnet Sailing Club, and spent two enjoyable seasons as crew on an Etchell, *Batteries Not Included*. To be closer to home, I then joined the Huon Yacht Club and crewed on *Jenny S*, an Adams 10, for one season, by which time I was well and truly hooked on sailing. We purchased our first yacht, a tiny Snook 22 named *Swashbuckler*. I learned a lot on that little boat mostly by trial and error. I sailed solo and wanting to push the boundaries I took the little boat out in ever increasing winds to see what she and I could handle. The more I did the more I enjoyed sailing. I began racing with HYC, in the Twilight Series where we always finished last, but slowly improved the gap. I feel there is much to said for racing. It taught me invaluable lessons about my boat and how to get the best out of her. But she was a very small boat and I began setting my sights on a bit bigger vessel...

In 2010 we found *Obsession*, a Doven 30, a very well appointed boat in tip-top condition. It was a proud day when I sailed her home to Hospital Bay, Port Huon. With practice and persistence,

myself and her crew improved her racing performance to become a very competitive team in HYC racing and combined racing with Port Cygnet Sailing Club, Port Esperance Sailing Club Regattas and with the Derwent Sailing Club in five Pipe Opener Series.

I was appointed Bosun for the Huon Yacht Club for three years and became Commodore from 2014 to 2017 when I stepped down to spend more time cruising which I had a mind to do for some time. In between racing I did some short cruises to Recherché Bay, Barnes Bay, Norfolk Bay and several trips to Port Arthur, either solo or with a friend. With a friend from the UK I circumnavigated Bruny Island in *Obsession*. I was very fortunate to meet Lew Garnham and, on *Minerva*, completed the 2014 VDL cruise, a very enjoyable experience. I also crewed on a friend's boat to Port Davey and last year I joined him in Broome and sailed to Geraldton over the course of three months. Last April I took *Obsession*, now kitted up for cruising, to Triabunna, via Barnes Bay, Port Arthur, and Fortescue Bay. The winds were variable which resulted in a considerable time motor-sailing for the return voyage. Being a former climber I am very conscious of safety and the need to be well prepared, therefore my plans are to continue to increase my knowledge to enable me to pursue cruising further afield.

My wife, Bev, came from a sailing family and learned to sail on Dragon Class yachts with her father. Bev's involvement with HYC was on the support side, as Vice Commodore and as Principal Race Officer for five years. She was also involved in publicity, as the photographer and collator, producer and editor of the annual club program booklet. We are looking forward to meeting the members of the Cruising Yacht Club of Tasmania and joining in Club activities.

Andrew and Mary Perkins *Amodet*

Our first boat was an 18' Huon Pine putt putt boat with half cabin and a 10 HP Clae engine that we bought around 1975. We fitted a new cabin and a marinised Toyota Corolla engine and enjoyed trips to the Channel and Duck Pond and camped on board with an Esky, Lilos, sleeping bags and a camp stove. Then in 1981 came the restoration of 30' *Pinjarra* which was launched in 1948. *Pinjarra* was the first boat launched by Jock Muir from his Battery Point yard as a fast American-designed lake boat, subsequently passing through several Hobart families. We modified her to include a closed-in cabin and wheelhouse and rebuilt the marinised Holden engine. Then in 1993 came the 43' *Lara 2* which was designed by Mike Snook and built at Rokeby alongside the Bushranger ferries. *Lara* was very run down when we bought her and we basically rebuilt her from stem to stern over 17 years and enjoyed cruising from Wineglass to Port Davey in comfort. *Lara* was followed in 2008 by our current vessel, *Amodet*, an Alaska 45 that is moored at Franklin. Mary and I also own the 17' S.L. *Leprena* that we keep on a trailer at Franklin.

Mary trained as an Infant teacher and taught for 25 years in the public system while also caring for our three, now adult, sons and now our two grandchildren.



Mary and Andrew Perkins on *SL Leprena* (image courtesy of Andrew Perkins)

My professional career began with an apprenticeship in Fitting and Machining followed by moving into the family engineering business. Our early marine customers included Muir Winches, Moonraker Australia and Incat since their respective inception, and we continue working with them today. My other boating associations include 40 years' membership of the RYCT including two terms as a director and chair of the Boating Services and Cruising Committees, Tasmanian representative of the Steam Boat Association of Australia and current Committee Member of the Wooden Boat Guild of Tasmania.



Amodet, an Alaska 45 (image Andrew Perkins)

APPLICATIONS FOR MEMBERSHIP

Nangana

Peter and Helen Ward

Elsie

Geoffrey Lea and Leonie Steindl

Beneteau 51 (unlaunched)

Rob and Tricia Greenwell

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

WELCOME TO NEW MEMBERS

Amodet

Andrew and Mary Perkins.

Birubi 5

Sue and Bryan Drummond

Vivante

Jean-Pierre and Mireille Corgnet

On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

AGM Agenda for 04 September

43rd Annual General Meeting of the Cruising Yacht Club of Tasmania Inc To be held on Tuesday 4 September 2018 at the Derwent Sailing Squadron – AGENDA

Opening

Scheduled for 7.30 pm

Attendees and Apologies

Members are asked to register their attendance on the sheet provided

Apologies

Minutes of the 42nd AGM

The minutes of the previous AGM were published in the Albatross in September 2017 and were ratified at the September 2017 General Meeting

Business arising from those Minutes (if any)

Treasurer's Report and Auditor's Report

Appointment of Auditor

Confirmation of Auditor appointment for the financial year 2018-19

Vice Commodore's Report

Commodore's Report

Presentation of Awards

- Cruise of the Year Award
- Cruising Plaques

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)	

Any other Business

Close

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief and there will be a light supper between the two meetings.

Minutes of General Meeting held at DSS on 03 July 2018

Guest Speaker

The Guest Speaker at the meeting was Mr Nick Browne from the Australian Antarctic Division. Nick gave a presentation on the new \$529 million icebreaker, *RSV Nuyina*, currently being built in Romania to replace the *Aurora Australis*.

Opening

The Commodore opened the meeting at 8.30 pm, following the Guest Speaker's presentation.

Attendance

Thirty-nine members attended the meeting plus six guests (Chris Lloyd, Andrew Hudspeth, Jill MacLaurin-Hudspeth, Gavin Adamson and Jean-Pierre and Mireille Corgnet). An attendance sheet will be attached to the signed copy of these minutes.

Apologies

Fourteen apologies were received, which are listed on the attendance sheet.

Minutes of General Meeting held on 5 June 2018

It was moved by David Jones, seconded by Phil Bragg that the Minutes of the General Meeting held on 5 June be signed as a true record of the meeting.

Carried**Business Arising from those Minutes**

Nil

Introduction of New Members

The Commodore welcomed to the Club and presented burgees to the following new members, who introduced themselves and gave a brief summary of their boating history:

- Andrew Hudspeth and Jill MacLaurin-Hudspeth (*Charm*)
- Gavin Adamson (*Paradiso II*)
- Jean-Pierre and Mireille Corgnet (*Vivante*)

New members were requested (and existing members reminded) that each member should take home their name tag and wear it at Club meetings and functions.

Rear Commodore's Report – Lyn Peach

The Rear Commodore's report is in the *Albatross*.

The Rear Commodore reminded members that the Annual Dinner will be held on Saturday 8 September at The Old Woolstore, Hobart, at a cost of \$60 per person for three courses of shared platters. The preferred payment method is direct deposit into the Club's ANZ bank account (member's name must be included) but payment can also be made on the website using Paypal or credit card. Members were advised that they would incur a fee of \$3.00 for Paypal and

\$2.00 for credit card payments. Boats can stay overnight in Constitution Dock for a fee of \$30. Details are on the website.

The Guest Speaker for the 7 August meeting would be Rev Warwick Cuthbertson, a retired Naval Chaplain, who has served in the RANR for over thirty-six years. Rev Cuthbertson will speak about the time he served on the *HMAS Arunta* in the Northern Arabian Gulf, as well as an eighty day voyage he undertook on the container ship *MSC Ilona*.

Treasurer's Report – Shona Taylor

The Treasurer reported that the end of year surplus was \$2,000, which was higher than anticipated, mainly due to a large number of new Club members.

Vice Commodore's Report – Sheenagh Neill

The Vice Commodore was an apology for the meeting and her report is in the *Albatross*.

Commodore – Andrew Boon

The Commodore's report is in the *Albatross*.

The Commodore, along with Chris LeCornu and Lew Garnham had recently attended a Memorial Service for Laurence Burgin from the Franklin Marina and Chandlery. Laurence had been of great assistance to Club members for several years, especially during the June long weekend cruises to Franklin.

MAST is issuing \$20 vouchers for anyone wishing to trade in an old Australian Standards life jacket for a new one that is compliant with the new Australian Standards. Members could redeem the coupons at their local chandlery.

Committee member Lew Garnham, who is responsible for maintenance of the Club's two moorings (North Simmonds, Bruny and Nubeena) had been successful in receiving permission from MAST to have the registered length of boats allowed to use the North Simmonds mooring increased from 12.2 to 13 metres.

The following boats were among other boats currently on extended cruises: *Honey Bee* (current position unknown), *Blithe Spirit* (Tonga), *Charon* (near Phuket), *Dalliance*, *Karm and Hurtle Turtle* (Fraser Island), *Lemaris* (Southport) and *Alida* (Queensland). *Irish Mist* was currently in Manly, Queensland, where skipper Paul Kerrison was recovering from broken ribs.

Several Committee positions would become vacant in September and members were encouraged to nominate for a position on the committee and in particular for Vice Commodore, Rear Commodore, *Albatross* Editor and Membership Officer. Nomination forms were available at the meeting and will be in the next edition of the *Albatross*.

Winter Forums

Ottmar Helm advised that thirty-two people had attended the recent forum at Kettering on fire extinguishers. The next forum would be held at 6.00 pm in the Training Room at the DSS on Tuesday 24 July, where Club member Bill de la Mare would speak about composting toilets.

Women on Boats

Kim Brewer reported that the next Women on Boats meeting would be held at 5.30 pm at the DSS on Tuesday 10 July and the topic would be boat maintenance, with emphasis on record-keeping of maintenance issues.

Editor

The Editor was an apology for the meeting.

Items from Other Officers/Other Business

The Membership Officer advised that members Michael Mabee and Liliane Laporte (*Meikyo*) had resigned from the Club, as they had returned to Canada and Ted Skoog (*Kaylie*) had also resigned as he had moved to Queensland. He also advised that, sadly, Club member Greg Koennecke (*Anodyne*) had passed away.

The Membership Officer addressed the meeting about the need to keep the Club's membership strong. He suggested a "buyers group" and had made some preliminary approaches to various organisations where, if sufficient members participated, discounts could be secured on such items as paint, batteries, fire extinguishers and smoke detectors. Another area where a substantial discount may be possible under such an arrangement would be boat insurance.

Next Meeting

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday, 7 August at 7.30 pm. The Guest Speaker will be Rev Warwick Cuthbertson, a retired Naval Chaplain.

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