



Albatross

Volume 33

No 07

August 2007



'Pendulum' at sea. See article on page 12

***Newsletter of the
Cruising Yacht Club of Tasmania***



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The Tasman Peninsula



Editorial

This month's 'Albatross' is a real treat, with no fewer than three articles contributed by members describing voyages along the East Coast of Australia, across to Vanuatu and around the Pacific Islands. There are indeed some adventurous souls among our membership. Like many others, I can only read these articles and dream wistfully about what it might be like to undertake a trip of this sort. Lack of time, resources and the right sort of boat are all used as 'reasons' not to embark on such an adventure, when in truth the only real element missing is the determination to just do it.

But here in Tasmania, where we have some of the world's best sailing right on our doorstep, those vague feelings of envy are not too hard to put aside as we savour the joy of a crisp, calm winter's day out on the Channel, perhaps in company, and certainly with the makings of a hot brew below.

Promoting the pleasures of all levels of sailing, and passing on the skills that will allow more people to experience them in safety, is one of the main reasons this Club exists. However, its ability to do this depends entirely on the enthusiasm of its members and the vision and efforts of its Committee. This year, a number of Committee members have declared that they will not be continuing in their roles after the AGM in September. It will indeed be sad to lose the contributions of these people, but this does present an opportunity for any member who feels they have something to offer to the running of the Club to put their hand up.

Decades of sailing experience and a long apprenticeship as a Club member are not prerequisites for a Committee role. If you are a relative newcomer to boating or to the CYCT, your involvement will be just as valued as those who have had salt in their veins from early childhood or been members for years. Maybe more, as this Club, like any other, needs a regular injection of new ideas and blood if it is to avoid becoming too set in its ways and less and less attractive to potential new members. That said, if you have been a CYCT member for a number of years but have not previously volunteered for a Committee position, perhaps it is time to seriously consider whether this is the year that you can begin to use your experience for the overall benefit of the Club.

When you reach the Nomination Form on Page 29, please don't just skip past it. Instead, give some thought to volunteering for a Committee position. If you are tempted but unsure, feel free to contact any of the current Committee members (see inside cover of this newsletter for contact details) who will be very happy to enlighten you on the rewards of a greater level of involvement in the CYCT.

Chris Palmer
editor@cyct.org.au



Commodore's Report

The continuing cold and wet weather has led to a time of not much real work being done on our boat. It's too cold to varnish and paint, but there's plenty of time for planning for two major refit ideas I have for the hand basins in the head and shower, and the reconfiguration of the refrigeration fridge and freezer units. I've been sourcing prices, gathering ideas, poring over numerous catalogues and of course talking with other boat owners on what they have on board their boats and the success or otherwise of their recent modifications.

I know the dreaded flu has been about and I hope everyone is recovering well as we all look forward to the spring and warmer boating weather.

Our new members evening was a great success. Everyone enjoyed themselves and had plenty to eat. There was some sounding out for new committee members to take over roles. Thank you Caroline Dutton for agreeing to take on the role of Treasurer.

Our Annual Dinner night is fast approaching. Please keep Saturday 11th August free as we would like to see as many members as possible attend the function. Milton will say more about this in his report.

The Club is awaiting further dates from MAST regarding speaking to support our submissions.

I would like to encourage all members to consider thoughtfully if they can support the Club in volunteering for committee positions as all positions will be declared vacant at the Annual General Meeting in September. Many current committee members have done the job for 3 years. It is time now for new people to take on these roles. Some Committee members are retiring after giving many active years to support the CYCT in various committee roles. I give heartfelt thanks to all the current Committee members for their valued contributions over the years.

Yours in safe boating,

David Bryan AFSM





Vice Commodore's Report

I've had a couple of comments about recognizing Club boats on the water, particularly for new members. Apart from getting close enough to read the name of a vessel and looking it up in the list of members (which should be aboard at all times!), look out for the blue burgee with the albatross on it. Flying the burgee is an unwritten invitation to other members to say 'G'day', so use it as the ice-breaker even if you don't recognize the boat or crew.

Apollo Bay, Sat 23rd June

Neptune and *Talisman II* rafted up for lunch in Apollo Bay on a delightful winter's day. *Talisman II* had just come off the slip at the DSS so Leo made a detour for lunch on his way back to his mooring at Kettering. I thumbed a lift on *Neptune*, who nearly didn't get there due to an ailing starter motor, but we made it in the end.

Alcairo anchored nearby for a while but wasn't flying her burgee, so apologies for not inviting you over Geoff (see above!).

Anniversary Dinner, August 11th

The Anniversary Dinner is being held at the Derwent Sailing Squadron, Sandy Bay. Although not as picturesque or historic as Constitution Dock, we will maintain our tradition of pre-dinner gluhwein on board some lucky members' boats alongside the DSS jetty. The DSS has kindly agreed to provide overnight berthing for CYCT boats, alongside the main jetty and ex-fuel berth.

Please let me know by Friday 10th August if you will be bringing your boat to the DSS.

Lunch, Sunday August 12th

The day after the Anniversary Dinner, we will gather for lunch somewhere between the DSS and Kettering. The venue will be decided on Sunday morning – listen on VHF channel 16 and 77 at 1105.

Weekday cruises

I have scheduled weekday cruises on Aug 15 and Aug 29 (Wednesdays). Mid-week cruises were suggested by our esteemed Editor so I have waited until he will be out of the State to start them! The idea is that details are finalised on the day: destination, whose boat and duration. If more people turn up than can comfortably fit on one boat, we'll take two. It is copying the successful arrangement that operates on Thursdays from the DSS.

If you are interested in coming along, meet outside the Oyster Cove Chandlery at 1000. Bring lunch and a drink (as well as warm clothing, wet weather gear, etc). If your boat is moored/berthed at Kettering, be prepared to be the host for the day.

Any queries, ring me (0400 651 532) or call *Reflections* on VHF 16 (I'll have a handheld only, so don't try calling from outside Little Oyster Cove).

September Cruises

September 9 is a day trip to the Duck Pond and The Quarries is the destination for the weekend of 22/23 September (changed from Rabbit Is).

The Cruising Calendar has been updated and is available on the website.

Andrew Boon



Rear Commodore's Report

2 July 2007 – General Meeting

Members were addressed by Colin Finch and Peter Hopkins of Marine and Safety Tasmania (MAST) at the July General Meeting. Colin is the CEO of MAST and has been with the organization since its inception as a statutory authority on 30 July 1997. Its functions relate to management and the safe operation of all recreational boats and commercial vessels up to 500 tonnes, or 35 metres in length, in Tasmania. Peter is the Manager, Recreational Boating.

Colin gave an overview of MAST's history giving in some detail what was inherited from the former Marine Boards together with the activities undertaken to overcome the problems of unregistered and incorrectly located moorings.

Peter provided members with detail of what is currently happening in the recreational boating area covering mooring policy and what happens in relation to mooring proposals. Peter explained that in many instances proposals were disallowed by MAST from the outset as they did not meet the requirements. Others were either approved or disallowed after examining the submissions received by MAST from clubs and individuals that forms part of the consultation process.

As well as providing detail of moorings, Peter covered a wide range of issues relating to recreational boating. He explained the existing breakup of registered vessels and where the current growth is. He explained how the funding was managed and how proposals were evaluated for funding. He also explained the problems that were encountered with other authorities, eg local councils, in relation to the maintenance of their assets, eg public jetties and ramps owned by councils.

Peter also gave time to safety issues, changes to the rules relating to life jackets and the standardisation (or lack of standardisation) of rules for recreational boating between States.

Both Collin and Peter took questions from members during and at the end of the presentation. Many questions were asked by members in relation to a broad range of topics that indicated the level of interest of members. Many questions continued to be asked of Peter and Collin by members after the meeting closed.

7 August 2007 – General Meeting

The August general meeting will be held at the DSS at 8.00pm

The Vice Commodore, Andrew Boon will conduct an information and training exercise in relation to radio voice procedure. A number of VHF radio sets will be used, both modern and old, which will enable members to see the different functions and facilities that have been provided by radio set manufacturers and how to use those functions for effective communication. Here is an opportunity to come along and practice the practical side of voice procedure.

At the meeting I will be finalising the numbers for the CYCT Annual Dinner to be held at the DSS on 11 August 2007. Members attending are asked to make their payment by that evening to ensure that they are catered for.

11 August 2007 – Annual Dinner

Please join the committee and other members of the CYCT for the club's annual dinner to be held at the DSS. Timing 6:30 for 7:00pm.

The cost for the dinner will be \$38 per head which covers the cost of a three course meal. Drinks are not included in the cost but may be purchased from the DSS bar at their normal price. Reservation and payment is to be made by Tuesday 7 August. If you cannot attend the meeting on 7 August and wish to attend please contact me by email at milton.cunningham@bigblue.net.au .

Milton Cunningham

CYCT Annual Dinner - 2007

Menu

Two Canapés

Pea and Ham Soup

Chicken Wellington - breast filled with pate and mushroom duxcelle wrapped in puff pastry

or

Roast Beef - sauced with red wine jus flavoured with olives and capsicum

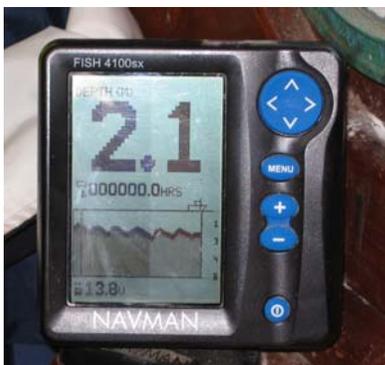
Baked Lemon Tart / Chocolate Pudding

Meridian Leaves Brisbane

Phil Hebblethwaite & Helen Stewart

Part Two

The Great Sandy Strait is fun. There is a place where the tides meet and this makes for strange conditions. From the south the tide is flowing in one direction, there is a patch of almost still water then as you pass the current is flowing in the other direction, and the tide still coming in. This current activity creates steep corrugations on the bottom as evidenced on the depth sounder. The Strait gets shallow in places and we had incoming tides in the afternoons so we allowed ourselves leisurely starts to the day and moved after lunch, first to Ungowa then Kingfisher Resort. We visited there and climbed to the lookout where we took photos and admired the view. Then it was down to the resort for a swim and coffee as we lounged around the pool. We hadn't brought enough money ashore for cocktails (which started at \$12!), and anyway, it wasn't anywhere near beer o'clock).



Nice shower then back to the boat and away to Big Woody Island. This was definitely a roadstead anchorage and nothing to write home about. We left at sparrow's with almost enough breeze to sail, bound for Bundaberg. I had covered most eventualities while shopping for the first aid kit but it soon became apparent that I had made a serious omission – antihistamine for sandfly bites. These little nasties ignore Phil and, silent and unseen, inflict their toxin on every exposed part of me. I must have been attacked during our walk through the bush at Kingfisher and maybe even the anchorage at Big Woody. By the time we covered the 53nm my arms and legs were an angry red mess of welts, and I know you shouldn't scratch, but..... They were so itchy! We took a berth at Port Bundaberg Marina, which is about 20 km from the town of Bundy and its chemist shops. I took whisky largely for medicinal purposes and managed to numb the pain for the night. The marina kindly provides a courtesy bus into Bundy at 0930 and we enjoyed a pleasant morning shopping after I got an antihistamine fix from a chemist. We caught the local bus back to the marina, picked up our gas bottle, filled the water tank and were soon on our way.

It was nice to be moving again and though we had planned to stop when we got to Cape Capricorn we decided to keep moving to Great Keppel Island. Leekes Beach

at GKI, as it is referred to by local operators, turned out to be beautiful. We saw rays skimming along close to the water's edge, swam in the clear, warm water and then walked through the bush and over the hill to the resort. We did a radio sked with Tascoast Radio that evening but they couldn't hear us. However, Tasmanian Ken Gourlay who was just more than a day away from completing his solo circumnavigation on 'Silver Spirit Edition' kindly relayed for us.

Next stop was Pearl Bay, just south of Townshend Island, where we anchored and found that though it was pretty, it was also pretty roly. We re-anchored further across the bay to see if we could avoid the swell a bit and watched as several other boats came in, anchored for a while then went off to find a calmer anchorage. We moved the next morning to a much calmer anchorage in Island Head Creek. The inlet we had anchored in had bird-life galore – pelicans, sea eagles, seagulls and a pair of osprey - and none of them expected to be fed by us, unlike some birds we'd met on the way. Rain kept us there the next day and we made the most of our long weekend in the wilderness, cooking for the trip and relaxing.



Ilinga belongs to John and Julia Greenhill who have cruised extensively.

On Tuesday we negotiated the narrow channel with rocks to one side and sand bar to the other to be greeted by a big swell and confused seas rolling round the point as we headed to sea again. An hour and a half later we were finally sailing – no motor! The forecast south-easterly was a comfortable 15–20 knots and seas were two metres on some swell. We were moving nicely with one reef in the main and our staysail and were anchored in West Bay on Middle Percy Island at 1715 hours.



Alkira belonged to Ken & Doris Newham (CYCT life members) now living on the NW Coast of Tasmania

We had met Wulf and Stefani on *Swaantjie* in Brisbane last year and had seen them at Mooloolaba. They were now at West Bay as well and it was nice to catch up in this lovely bay. With a clump of palm trees on the shore right by the A-frame Percy Hilton, the landscape was taking on a tropical air. The A-frame and shed held some familiar names amongst the names of hundreds of boats that have visited the island during the last 45 or so years. Mosquitoes and sandflies were abundant and I was glad that I had liberally applied insect repellent and relieved

that it was working. We were curious about the lease status and took the walk to the house about four kilometres along the track. There were signs on several gates warning that the feral goats on the island were being culled and we noted that the shooting was due to recommence the next day. We didn't see any goats but we did see thousands of butterflies (very hard to photograph!).

We eventually reached the house and met one of the caretakers who invited us inside the 1860s house, showed us around, gave us a drink and would quite happily have spent the whole afternoon talking to us about the history of the island and its present sad circumstances. We found a shorter route back to the beach and dined on Spanish mackerel courtesy of *Swaantjie*.



Just Jude is owned by Ian and Judy Turnbull who now live at Port Douglas.

Our next island was Scawfell and this leg of the journey was a slalom course through ships anchored off Mackay waiting to take on coal at Hay Point. We counted 16, but the day was quite hazy and we were a few miles out to sea. The anchorage was plagued with bullets of wind – not the sort of conditions in which to linger. We spent the night there and left for Shaw Island the next morning. The last few days of south-easterlies had given us good sailing and we were getting used to having the wind behind us and had been making good time. Shaw is part

of the Cumberland Islands – we were officially in the Whitsundays! The lights of Club Med on Lindeman Island sparkled at us across Kennedy Sound. It was a quiet night but we experienced more wind bullets. At one stage during the night there was a fishing boat anchored close by but she had gone by sunrise.



Tudor Rose belonged to Derek Farrar, a CYCT life member who passed away recently. He was legendary as a cruising sailor – as can be seen by the dates in the photo!

The last couple of days had been overcast and this one was no exception – we couldn't see many people out enjoying the water-based activities at Club Med as we headed past on our way north. We had a pleasant introduction to the land of '100 Magic Miles' up the Whitsunday Passage past Dent, Hamilton, Whitsunday Islands with the wind behind us and calmer seas than we'd seen for weeks. By mid-afternoon we were at anchor off the breakwater at Airlie, making plans for the next couple of weeks.

My youngest son Ian lives here and as it was Mothers Day the next day I thought we had timed our arrival quite well. Sunday was a special day for me and a delicious lunch and beautiful flowers from Ian topped it off. The Whitsunday Sailing Club has temporary memberships available to visitors – this includes dinghy dock, showers, washing machine and the clubhouse with bar and dining room.

We had a rendezvous at Hamilton on the Tuesday so Monday had us replenishing our fruit, vegetables and milk at Cannonvale. We also had to buy snorkelling gear, which had been on our shopping list at Mooloolaba, but somehow we had managed to leave there without making this important purchase. We still had time to explore Airlie, track down a sail maker and get the bobstay welded. We also bought a new gypsy for the anchor winch – the new chain was a slightly different size to the old and it wasn't meshing as smoothly as it might. With everything on the list accomplished we set off on Tuesday morning to collect our visitors, the Rileys, from the airstrip at 'Hammo'. We'd booked into the marina for their first night aboard, even though the weather forecast was telling us more of the same.

To be continued

Pendulum Voyages

Pat Price & Penny Lade

It has been far too long since the voyages of *Pendulum* have been reported to the Cruising Yacht Club of Tasmania. Feelings of guilt exist!

Pendulum is a factory built Swanson 36, launched in 1985, and has spent time with previous owners in Queensland and Tasmania before being bought by us in 1998 from CYCT member Mike Gratton.

She is fitted out and equipped for long distance, short handed cruising. She is cutter rigged with furlers on the headsails and has a fully battened main with three reefing points. Running backstays work with the staysail when appropriate and a boom brake is fitted to the boom. Steering at sea is mainly done by a Fleming wind vane which is used virtually all the time, but when motoring or sometimes sailing in very light winds, one of two autopilots is used. One is a wheel pilot, the other operates the Fleming vane.

Pendulum has radar, 2 radar detectors, a wind generator, solar panel (needs more – soon), VHF and two HF radios, two laptops with GPS for navigation using MaxSea, an inverter, a satellite telephone, 12 V fridge (not used as freezer as takes too much power). Engine is a WM 35 diesel, a marinised 4 cylinder Kubota driving a 3 bladed feathering prop and a 55 A alternator with a "smart" regulator to keep up

the delivery of amps. In trade winds she does about 140 miles per day but has done 160 plus. She is a very effective home from home and passage maker.

Pat is a Civil Engineer having worked in consulting in recent years and Penny is a foreign language teacher. Right now we are cruising. *Pendulum* has travelled about 18,000 miles in the last 2 ½ years.



Fiji – August 2006

Pendulum arrived back in Hobart on January 6th 2006, a bit red faced as promises to Penny and others were that we would be back by Christmas. However, delays were experienced in Sydney due to social reasons and at Eden awaiting a weather window which was a waste of time. While in Eden, *Pendulum* was crossing Twofold Bay to cater for a change in wind direction, towing the Zodiac inflatable. There must have been a bit of wind as the Zodiac was picked up and became airborne. It took to the skies at an elevation of nearly three metres and whilst up there attacked the VHF aerial mounted on the stern frame, which in turn poked into the

wind generator and broke blades. An expensive few seconds!

Seven yachts, including *Pendulum*, left Eden on Boxing Day, myself single-handing. Of the seven, five turned back or sheltered in Bass Strait and *Pendulum* continued on with the will of someone who has not been home for eight months. It blew a gale, unusually, in Bass Strait, but *Pendulum* stayed in deep water well to the east of Flinders Island and spent 24 hours hove to under a triple reefed main. Not much fun, as ever the worry is how much worse it might get.

Landfall was made at Wineglass Bay, where *Pendulum* and I were greeted warmly by John and Sue on *Aurielle*. Penny came up from Hobart for New Years Eve. However *Pendulum* and *Aurielle* were kept in Wineglass for a few more days as storm force winds howled from the west. Lots of chain out and unable to visit neighbour yachts as that would have been dangerous in a dinghy, especially mine.

Pendulum's diesel at this time was approaching its use by date. Despite previously nearly falling off broken mounts in New Caledonia (recently replaced in Brisbane) it was now making oil, that is, water was getting into the sump. Salt water at that. It was becoming difficult to start. It did manage to get us through Denison Canal, albeit at minimal available revs, but next morning at Lime Bay it refused to start and never did again. A generous offer by Laurence on *Clairvoyant* was refused on the

basis of overwhelming vanity as *Pendulum* was not going to be seen towed in to her mooring after a 10,000 mile Pacific voyage to New Zealand, Tonga, Fiji, Western Samoa, back to Tonga at the remotest of islands called Niutopotapu, then to Wallis Island, Funafuti in Tuvalu, down to Noumea in New Caledonia and finally into Brisbane.

The last paragraph covered many countries in short order, feel free to contact me for more detailed information on cruising in those areas. *Pendulum* was awarded "Cruise of the Year" by the CYCT for this voyage and was accepted proudly.

The next two months were spent replacing *Pendulum's* diesel with a four cylinder WM Diesel, a Kubota based engine with now 35 HP and a whole lot lighter than the old Volvo which in all fairness gave faithful service for 20 years. *Pendulum* now sounds a bit like a small excavator rather than the classic diesel rattle of the Volvo, but so smooth and much quieter. She also got a three bladed feathering prop to replace the fixed bladed unit.

About this time the decision was made to return to the Pacific in 2006, and *Pendulum* departed Hobart on April 20 for New Zealand again with myself and Terry Long on board. This passage has been reported to Albatross previously, last year.



Fiji sunset

Pendulum stayed in Opuia in the Bay of Islands for nearly two weeks and then departed single-handed north for Suva. The first few days were quite rough with the wind astern, though the rolling got a bit irksome at times, largely sailing with the yankee poled to windward and a reefed main. Once again, as on the first crossing to New Zealand, *Pendulum* exceeded 160 miles noon to noon. She is a much faster boat than in 2005 thanks to the feathering prop. She now consistently puts in an extra 20 miles in 24 hours.

We arrived in Suva with the fridge loaded up with mahi mahi distributed freely to other yachts in the harbour, a good way to make friends. Cleared into Customs etc and out again for Lautoka as in Fiji one must clear Customs between major ports.

The passage to Lautoka along the south coast of Viti Levu can not be made in one day, so *Pendulum* anchored at Vunaniu Bay just west of Pacific Harbour which is inhospitable for a yacht for a sleep. We arrived at the entrance to Vuda Point marina about midnight the next day, anchored, had a sleep again, slipped into the

marina and caught a bus the following day for the short trip to Lautoka to clear Customs. All too easy when you have done it before, and no less enjoyable. The staff at Vuda treat you as if arriving home, which is a bit how it gets at this hub of cruising yachts in Fiji. Caught up with many old friends from last year.

Vuda is at the gateway to Mananucas and Yasawas, groups of paradise islands which are some of the best cruising grounds in Fiji - or for that matter the Pacific. Penny came on board and we spent a month cruising the area. The weather was wonderful and hours were spent snorkelling amongst the coral reefs. At extremes,



The Yasawas

we enjoyed the resort amenities at Musket Cove where yachties are more than welcome and are made members of the Musket Cove Yacht Club compared with the beautiful and uninhabited islands in the Yasawas such as Nevada.

Back at Vuda Penny returned home to Tasmania and my brother Richard and a

friend Patrick arrived from Hobart. Patrick stayed a week, and Richard and I revisited the Yasawas including Blue Lagoon. Paradise on earth. We then traveled east across Bligh Water, not chased by hungry natives as Captain Bligh was, and made landfall at Yadua Island off the west coast of Vanua Levu. We met *beche de mer* divers here and walked over the island to the main settlement to get dive compressor parts for the divers. That night some divers came aboard for a cup of coffee and spent the night tied astern, about eight of them in a six metre canoe. They left early next morning.

Next stop was Nabouwalu, which means 'number eight' in our language. The car ferry from Viti Levu calls here and that is the main purpose of the town. There is not much else here but we were well fed at the Indian restaurant after giving the owners a good sized GT or giant trevally caught that day.

Next stop was Navatu where we visited the large and somewhat remote village and donated photographs taken there a year earlier. Next day we went on to Savusavu.

This is a wonderful little cosmopolitan town where we had spent some quality time with the Alaskan yacht *Red*, onboard Kevin and Beth. Many Tasmanians will remember them after they spent a year in Tasmania. They are now in Seattle, have sold *Red* and are currently building a house!

In Savusavu one ties stern to the Copra Shed Marina which is really a timber wharf, the copra shed having been converted into boutique shops and a bar. One can notice people hovering in yacht cockpits as it approaches 5 pm when the bell rings for happy hour with a 10 ounce beer at \$1. Then onto one of the many delightful restaurants, choice of the best pizza in the Pacific at the marina or elsewhere Indian, Chinese, Fijian, Italian and even a new Japanese restaurant at the marina.

To be continued

(Pat Price will be speaking about his trips at the General Meeting on October 2nd. Your Editor has been lucky enough to see many of the several hundred photos that Pat took on this trip, a number of which he will no doubt be showing as part of his presentation. Don't miss it! Ed.)

Aurielle - Brisbane to Espritu Santo, Vanuatu

John & Sue Cerutty

We departed as planned Saturday 28th with 2 other cruise in company yachts *Story Time* (Nantucket 43) with a family of six on board and George on *Australis*, a Sampson 50, who had two friends from Gympie as crew. *Divinity*, a Roberts 54 left later as they were having computer issues with the navigation software. Two other yachts, *Took a While*, an Adams 40 with Bruce and Colleen from WA departed from Gladstone, and a Grainger 18m catamaran called *Ef-Jay* from Darwin who departed from Southport.

As we departed Raby Bay, a 15-20 knot North Westerly was blowing, so to get the crew use to boat motion we set sail for the 30 mile beat up Morton Bay, exiting through the NE Channel ahead of the other yachts who were motor sailing. To keep us on our toes and to give us an accelerated entry into the Coral Sea we got a 20-30 SW change off the top of Morton Island. With a poled out No 3 and full main Australia disappeared in our wake as evening closed in.

Food aboard was well prepared by Sue prior to departure so a hand full or two of rice or noodles mixed in with the stir fry made for great evening meals.

Our planned route was to go via the Huon Reef, which is the most northern reef off the tip of New Caledonia, where we would all meet up prior to sailing onto Luganville on Espritu Santo. The weather stayed westerly 10-15 knots for two days which enabled us to head east at first to make the trip more comfortable if the trades kicked in, which according to the Grib files would happen on the 3rd or 4th day. The third day dawned with a confused sea and light North Easterly 5 knot winds which, although a pain to sail in, was a sign the SE trades were coming. We only managed 40 miles in 12 hours. All was not bad as this day we landed our one

and only fish for the entire trip - a lovely Mia Mia. By the way, two others got off and we lost 3 sets of gear. As night neared black clouds rolled in from the South with some very threatening looks but to our luck very little wind and some rain fell. This night we passed between the Kelso and Capel Sea Mounts which Sue and I had done previously when we sailed from Noumea to Brisbane on Fellowship.

Day four dawned with clear skies and 15 knot SE, so out with the spinnaker for the best sail of the trip eventually lowering it on dusk. That evening the breeze freshened so we ran with 2 reefs in the main and staysail passing though the channel between the Landsdowne Banks and Fairway reef. With a 20 knot SE breeze we had our best run of 182 miles for the day.

Day five and we could smell the reef as we only had 65 miles to go. The Cat was six hours in front which was great for us as they provide coordinates for the reef entry and sail across the lagoon which is approximately 8 miles across.

After dropping anchor in ten metres of crystal clear water, it was all in for a swim, a shower and then a relax with a rum and coke and recount of the journey so far. For the 817 miles travelled we had an average of 6.75 knots, caught a lovely fish, no seasickness, moon light nights, balmy temperatures and eased sheets for four days out of five. A great start.

Huon Reef is approximately 140 miles off the tip of New Caledonia and is owned by the French. For us to be able to stay we had to seek permission from the French Government as they are sticklers for illegal entry. This reef is so far removed from the masses that no one except an occasional cruiser and French navy visit. It is a gem in the ocean and is a must if traveling this route. The anchorage protects you from the constant trades (similar to Lizard Island) with the dry part of the reef extending in a three kilometre arc on a NE / SW alignment. Bird watching, walking, snorkelling, swimming and gathering shells were the order of the day plus reef fishing.

After four days at the reef it was time to depart with the slower craft leaving early morning. The high seas weather forecast was for 10-25 SE trades with moderate seas, but after clearing the northern tip of the reef late that afternoon we were confronted by ESE 25-35 knots and a 3-4 m wave. Three yachts and the cat returned, for two more days at Huon reef hoping for a more southerly breeze. We decided to keep *Australis* company who was approx 20 miles ahead at the time. With a triple reefed main and staysail sailing at 40 degrees apparent we were managing 6 to 8 knots with the odd large wave over the deck. Not real fun but still comfortable enough to run a single person two hour watch system with Ralph the auto helm steering for the next 48 hours and covering a distance of 340 nm. We were fortunate to arrive at the Segond Channel at midday so we had good visual on the approach, as C-Map was placing us on dry land.

On our sked that morning we all agreed we were very glad to be at Santo as the rest of the fleet had just departed Huon reef and were still facing the same weather.

On anchoring off the main wharf it was only a matter minutes and customs was waiting to be picked up from the shore line to clear us in. *Australis* arrived on dusk and to our surprise again another looking official turned up and started waving to us. George on *Australis* had tried to call on VHF to say he would clear in the morning but the official said they have no radio so he came down when he saw *Australis* arrive. Talk about service!

A great night celebrating with the crew of *Australis* followed.

Since arriving we have been treated very specially by the local people. The Ni Vanuatu people on Aore Island put on a great day for us on Saturday with their traditional dancing, singing and string band performances welcoming us to their island. A hangi was prepared the day before and the traditional food was served for the 200 or so people attending the welcome. The anchorage is in 30 m of water with the reef only 20m off *Aurielle*.

It will be hard to match this.

To be continued

New Members' Profile

Simon Aitken and Annie Curtis – *Avalon of Tasmania*

Simon Aitken and Annie Curtis, with children Natalie and Walter, were welcomed as new members in last month's 'Albatross'. The profile they submitted with their application should have appeared with the Welcome but an admin snafu occurred, for which the Editor apologises.

Prior to 2001 we had crewed on other people's yachts in Australia and Asia. From 2002 to 2006 we cruised the Derwent and Channel in our first yacht *Timekeeper* – a Hood 20.

With our desire to go further and the welcoming of more crew, our need for a few more feet led us to purchasing *Avalon of Tasmania* in February 2006. The yacht has previously seen quite a number of voyages, including a circumnavigation.

Our most recent cruise from 14th February to 29th March this year took us up the East Coast of Tasmania, over Bass Strait to Port Phillip Bay and then down the West Coast, spending time in Macquarie Harbour and Port Davey before returning to Hobart via The Channel

July General Meeting - MAST Presentation

Colin Finch and Peter Hopkins

On 3rd August, MAST CEO Colin Finch and Peter Hopkins, Manager, Recreational Boating, addressed CYCT members. The following are some of the statistics that they presented showing how boating has been increasing in popularity over recent years.

Registrations

Total as at June 30, 2007 - 25,365

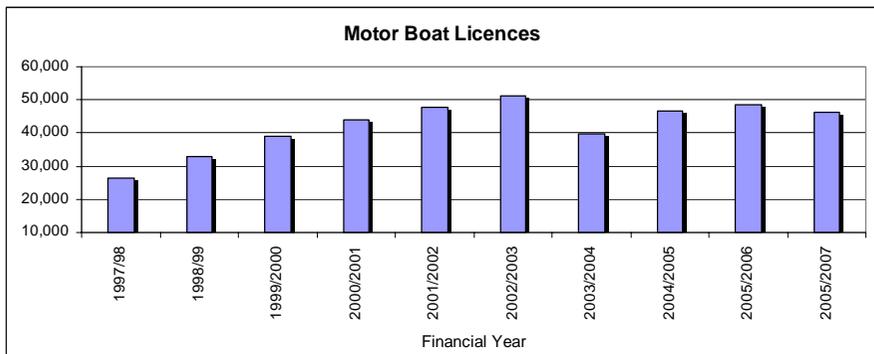
- Vessels under 7.5m 92%
- Vessels over 7.5m 8%

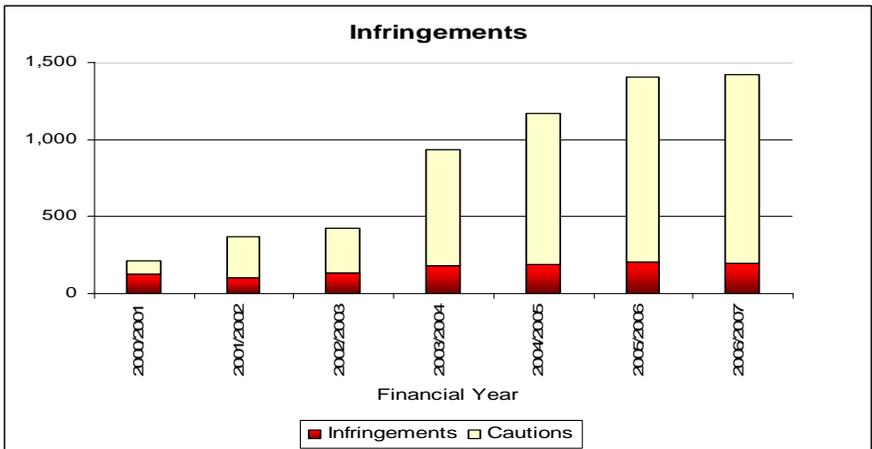
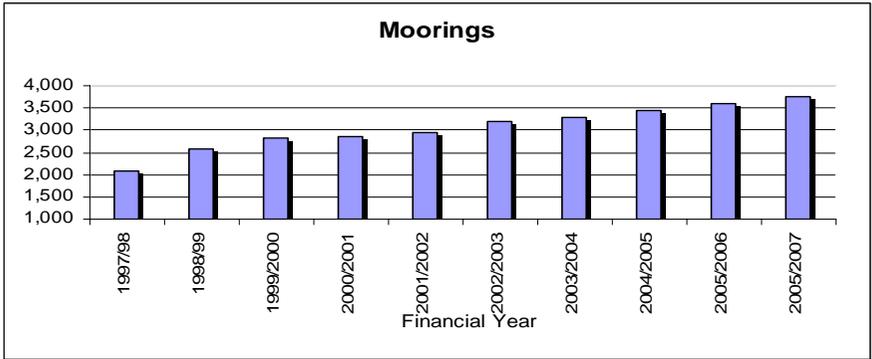
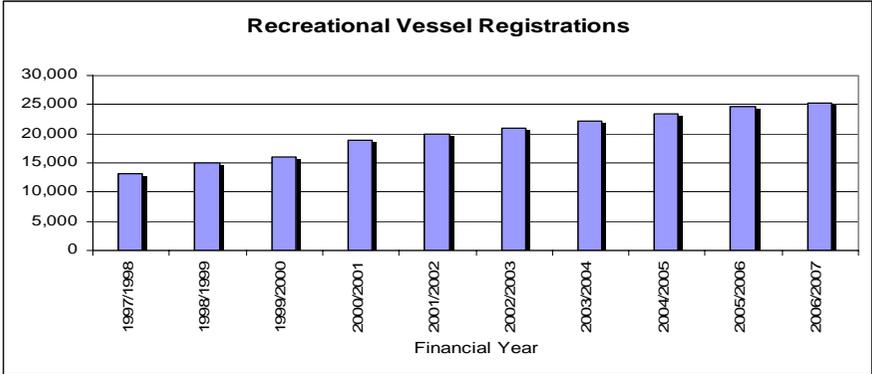
Recreational Boating Fund / Licence spending statistics

- \$4,997,353 spent from RBF / Licences.
- \$621,389 spent of RBF / Licence projects (12.5% of total money) spent on facility/services for vessels “over” 7.5m

Projects attached – spread sheet

- Over last three years there have been 240 applications through the RBF, 10 of these (4%) would relate to projects that larger boats (7.5m+) would use
- Navigation Aids - value of aids - \$704,669
- Maintenance of aids over 10 years - \$1,258,599





Going About

This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.

New Members Night



The New Members night held on 13th July at Mariners Cottage was a great success. While a few Committee members were unable to attend, those that did had the great pleasure of spending time with members who joined the CYCT during the course of

the year. Numerous hot dishes prepared by Committee members (or their spouses) were enjoyed by all, and a few glasses of red or white helped the proceedings along nicely.

Those present were able to enjoy the company of a couple of surprise visitors – Peter and Barbara Willson, owners of *Rallinga*, and residents of Melaleuca, Port Davey. While the name Deny King may be familiar to many Tasmanians, especially those with an interest in the South West, not so many know that the tin mine at Melaleuca is still being operated, nowadays by the Willsons.



Your Editor was fascinated to hear about life in that rugged part of the world, and hopes to

be able to bring CYCT members some background of the mine's history and details of the challenges of everyday life there in a future edition of 'Albatross'.

Radio Matters - 1

After a year or two of procrastination, your Editor was finally persuaded to undertake the course that leads to a Marine Radio Operators Certificate of Competency. In fact it was advice from Andrew Boon that Coast Radio Hobart were happy to include CYCT members on the course that they were running for prospective volunteers that finally prompted me to not put things off any longer.

Now, there are some people on this earth for whom radio is an absolutely fascinating subject and who could talk about aerials, impedances, frequencies, skips, sky waves, propagation and all the associated acronyms (of which there are thousands) till the cows come home. Frankly, I am not one of them. But my four mornings (plus another morning for the exam) were more interesting than I expected, and I learnt a lot – all of it relevant to the use of radio as a piece of safety equipment on a boat.

As well, I found out a lot more about the work of Coast Radio Hobart. Like most CYCT members, I had been to one of CRH's 'new members' nights, but doing the course with Barry McCann (one of the founders of the organization that became CRH) provided more insight to its operation.

A few years ago, far reaching changes were made to the structure of radio watchkeeping services in Australia, driven partly by technology and partly by giving priority to commercial shipping. As a result, each State was required to make its own arrangements for monitoring small vessels - fishing boats and recreational craft predominantly. It may not be generally known that with Coast Radio Hobart, Tasmania has far and away the most comprehensive setup of all the States, small population and difficult terrain notwithstanding.

Financially, CRH relies greatly on its members' subscriptions (a paltry \$30 per year) as funding from governments is limited. It also relies entirely on volunteers to operate and help maintain the equipment. Some operators are able to do this from home with their own radio equipment, but most put in their time at Coast Radio Hobart's Domain premises. You will probably not be surprised to hear that there is always a need for new volunteers.

At present, because of the small number of volunteers, it runs as a two shift operation from 0700 to 1930. With more volunteers, this could change to three shorter shifts per day.

So let me pose three questions:

1. Assuming you have a radio on your boat, do you have a Marine Radio Operators Certificate of Competency? Technically it is a legal requirement – particularly if you have an HF set installed. If you don't, there are courses run regularly at various locations (check the Mercury Saturday boating section) or contact Coast Radio Hobart.

2. Are you a member of Coast Radio Hobart? If not, why not? It is a brilliant service providing cover 365 days a year and \$30 a year is not much to pay for peace of mind.
3. Do you have some free time that would allow you to become a volunteer operator? Training is free – and that includes getting your MROCP if you don't already have it. The operators I met on my course all said it was a very rewarding, and many have been doing it for several years. Contact Coast Radio Hobart (6231 2276) or talk to Vice Commodore Andrew Boon for more information.

Radio Matters - 2

As the Rear Commodore has already written, the next General Meeting on 7th August will be followed by an opportunity improve your radio skills. Andrew Boon will be setting up a few VHF radios and will demonstrate radio procedures. Those present will then be able to use the radios in simulated urgency or distress situations.

The main purpose of this exercise is to give people who do not use the radio regularly (that is your crew, your partner, family and so on) an opportunity to use and get comfortable with radio equipment and procedures. To de-mystify the whole subject, in other words.

So if you sail with people who are not members of the Cruising Yacht Club of Tasmania, invite them along to this meeting as visitors. They can be assured of a warm welcome, as well as gaining some knowledge and experience that could prove invaluable one day.

From Albert Ross

“Twelve members of the CYCT will be taking off for Greece soon, chartering three yachts to sail to some Greek islands. They plan to have four members on each yacht. I believe they will be visiting the Greek club in Hobart soon for language and food lessons, also some plate breaking instruction. They have already sampled food at a local Greek restaurant.

No doubt there will stories to be told on their return. Maybe even before?”

Recent MAST Notices to Mariners – Southern Tasmania

Notice No. M56-07 **RYCT Marina**

Valid From: 05/11/2007

Valid Until: 12/01/2008

Notice: Construction of a sea wall and marina extension will be commencing north of the existing RYCT marina. A 30m barge which is marked at night by orange flashing lights on the bow and stern is currently anchored in the construction zone. Mariners are requested to keep 50 meters clear of the construction zone which is marked by large orange buoys. The clearway channel into the north side of the marina has been diverted to the south via the front of the existing break wall. There are no proposed changes to the lead marks. Construction is due to be completed in late 2007.

Notice No.: M61-07 **Sunken Raft / Houseboat**

Valid From: 05/31/2007

Valid Until: 07/30/2007

Notice: Mariners are advised that a raft / houseboat measuring 13m x 7m has sunk and is submerged on the South West corner of Adventure Bay near the moorings. At high tide it is approximately 1 metre below the water line. Mariners should navigate the Bay with extreme caution.

Notice No.: M65-07 **Sea Star Trials – Kangaroo Bay**

Valid From: 06/12/2007

Valid Until: 07/31/2007

Notice: Mariners are advised that trials of trapping techniques for Northern Pacific Sea Stars will be undertaken from 18 June until the end of July 2007 at Kangaroo Bay in the vicinity of the old ferry wharf and adjacent to the outside of the breakwater of the Motor Yacht Club at Lindisfarne. Traps will be located out of the way of vessels, however mariners are advised to proceed with caution in this area.

Notice No.: M76-07 **Navigation Aid - Entrance to Marion Narrows**

Valid From: 07/17/2007

Valid Until: Perpetual

Notice: Further to notice M72-07, mariners are advised that the port lateral buoy located at the entrance to Marion Narrows in position 42 degrees 50.436 South, 147 degrees 53.559 East (WGS 84 datum) has now been replaced in position.

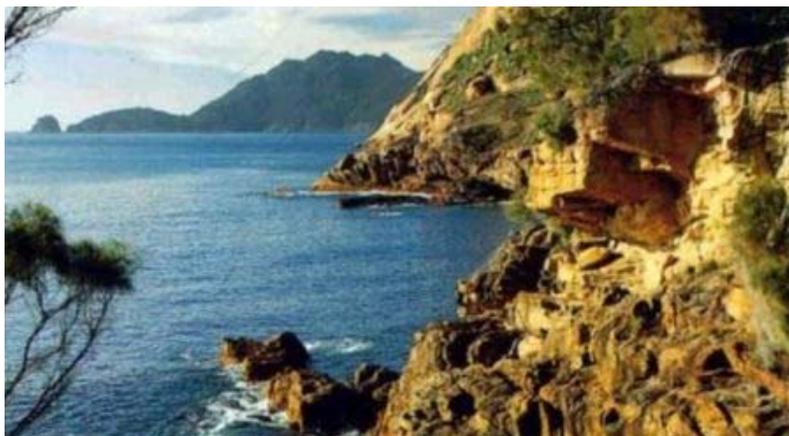
Notice No.: M77-07 **Marine Farming Lease 93 Hideaway Bay – Huon River**

Valid From: 07/19/2007

Valid Until: 08/20/2007

Notice: Mariners are advised mooring work on the above lease on the southern and south eastern boundaries will commence on Monday 23 July and last for approximately 4 weeks.

Mariners should take care whilst navigating in this area as marine farming gear may be outside the lease boundary at various times



The Hazards - Freycinet Peninsula

CYCT Calendar

Tue 7th August

General Meeting – DSS 8.00pm Vice Commodore Andrew Boon will

Sat 11th August

Anniversary Dinner – Derwent Sailing Squadron – 6.30pm for 7.00pm

Sun 12th August

Day cruise – Derwent estuary

Tue 14th August

Committee Meeting – 7.30pm

Wed 15th August

Mid-week cruise – Kettering 10.00am

Wed 29th August

Mid-week cruise – Kettering 10.00am

Tue 4th September

Annual General Meeting - DSS 8.00pm No speaker. As has been the practice in previous years, members are asked to bring a plate to share as part of a relaxed get-together after formal business has been concluded.

Sun 9th September

Day cruise – The Duckpond Barnes Bay

Tue 11th September

Committee Meeting – 7.30pm

Sat-Sun 22nd-23rd September

Overnight cruise – The Quarries

Tue 2nd October

General Meeting – DSS 8.00pm Pat Price will talk about his voyages in *Pendulum* in the Pacific

Note – up to date details of all planned cruises and events can be found on the club website.

www.cyct.org.au

CRUISING YACHT CLUB OF TASMANIA INC

32nd ANNUAL GENERAL MEETING

TUESDAY 4 SEPTEMBER 2007 AT 2000 HOURS

DERWENT SAILING SQUADRON, SANDY BAY

AGENDA

1. Opening and welcome
2. Apologies
3. Minutes of the 31st CYCT annual meeting held on 5 September 2006 read and confirmed.
4. Cruise of the Year and Cruising Plaque
5. Treasurer's Report
6. Flag Officers' Reports
7. Election of Office Bearers for 2007 - 2008
8. Election of Honorary Auditor
9. Vote on a Motion to change the Constitution regarding meeting times (see below)
10. Close

Notice of Motion

That the existing item 23 of the Club constitution, namely

'A General Meeting will be held at 8.00 pm. on the first Tuesday of each month (excepting January) at a place to be advertised in the "Albatross".'

be replaced by

'A General Meeting will be held on the first Tuesday of each month (excepting January) at a time and place to be advertised in the "Albatross".'

The purpose of this amendment is to allow the Club to hold a General Meeting under special circumstances at a time other than 8.00pm, e.g. when a meeting is planned at a venue other than the normal meeting place and other planned activities make holding the meeting at 8.00 pm. impractical.

Margaret Jones – Secretary



The Cruising Yacht Club of Tasmania Inc

Nominations for Office Bearers – 2007-08

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8.00pm on Tuesday 4th September 2007

At that time all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator).....(signature).....

and (seconder).....(signature).....

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2007-08 financial year.

POSITION	NOMINEE'S NAME IN FULL (Must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Committee 1		
Committee 2		
Club Warden		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
by Wednesday 29th August 2007

Members' Advertisements

For sale - *THOWRA*

27-foot canoe-stern motor-sailer, built 2000

Hull: dynel-sheathed celery-top pine

Decks: celery-top pine laid over ply

Engine: 25 HP Kubota – 130 hours

Equipment: sails, head, stove, radios, lazy-jacks, sail cover, anchors, etc.

Accommodation: 2 main berths, V-berth and room for a quarter-berth

Ring Neil on 0417 572 473

FOR SALE

Mainsail \$500

Luff 14.6m (48'), foot 4.9m (16') Cruising laminate. Five full length battens 2 reefs. Cunningham. Slides along luff

Mainsail Cover \$100

To fit the above. Blue. Needs some resticking

No 3 Headsail \$100

Luff 12.5m (41'), leech 11.3m (37'), foot 4.3m (14') Hanks. Dacron

Spinnaker sock \$75

To suit 12m (40') hoist

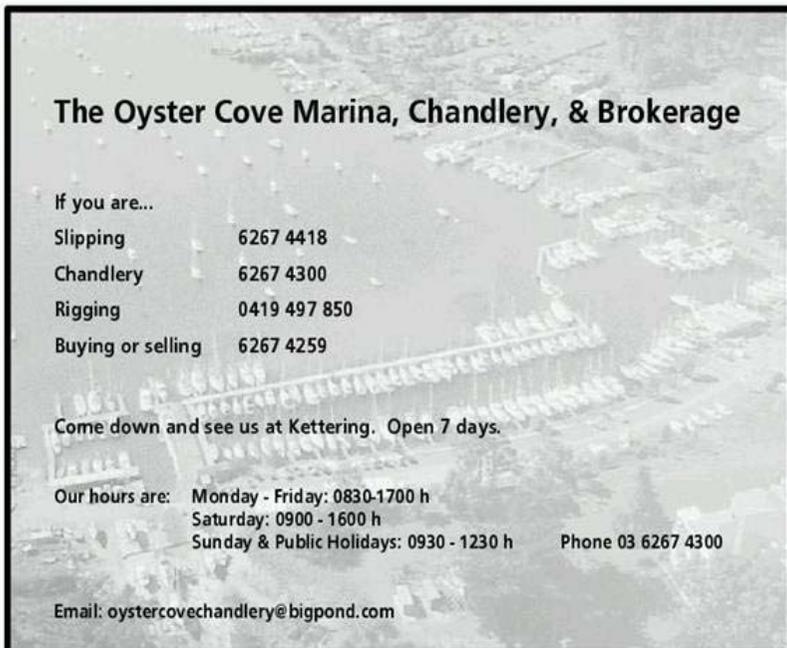
Ex *Nyanda* - Adams 11.9m

Stephen Newham

6233 5338 (Work) 6267 4879 (Home)



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Email: oystercovechandlery@bigpond.com

Minutes of General Meeting – 03–07–07

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at Derwent Sailing Squadron, 3rd July 2007 at 8.00pm.

WELCOME:

The Commodore David Bryan welcomed members and opened the meeting

APOLOGIES:

Lindy and David Jones, John & Pam Skromanis, Bill & Tricia Wright, Julia & John Greenhill, Dennis & Wendy Lees, Chris Palmer, Dave Davey & Annicke Ansselin, Judy Boon, Glenys Cunningham, Neville & Helva Camm, Roderick Barrett, Conchita Navarro.

GUESTS:

Phil & Jane Mason

MEMBERS PRESENT

32

MINUTES OF THE PREVIOUS GENERAL MEETING

Moved Leo Foley seconded Paul Kerrison that the minutes as printed in 'Albatross' are a true and accurate record of the General meeting held on 5 June 2007 at the DSS **CARRIED**

BUSINESS ARISING

Nil

COMMODORE'S REPORT

The committee are looking forward to New Members Night on 13 July. Cruising has been limited due to the weather. Tas. Ports are not allowing free entry to Constitution dock this year for the Anniversary Dinner.

VICE-COMMODORE'S REPORT

- Andrew reported that the day trip 23 June was to Apollo Bay with Neptune, Talisman II and Reflections taking part.
- DSS jetty is available for berthing and rafting up on the 11 August for the Anniversary Dinner.
- September 21 & 22 will be a cruise to Quarries Bay.
- Marine Radio Operators Certificate of Proficiency courses are organised by other boating clubs, Coast Radio Hobart and Sailtrain. A Sailtrain Course begins on 24th July. It is compulsory for the skipper of boats with a VHF or HF radio to have a Marine Radio Operators Certificate of Proficiency.
- The club will have a VHF radios set up on 7th August to guide members through call procedures and to raise confidence levels.

REAR COMMODORE'S REPORT

- Anniversary Dinner 11 August. Cost is \$38 to be prepaid at the 7th August general Meeting.
- 4 September AGM at Derwent sailing Squadron. Please bring a plate of food.
- 2 October Guest Speaker will be Pat Price.

GENERAL BUSINESS

- Ken & Doris Newman send their regards to old cruising companions of yesteryear. They are well and happy. Doris is 89 next week.
- Library is open for use on General Meeting nights.
- Payment of subscriptions are due now. **Please put cheques, money and any changes to information in an envelope addressed to the Treasurer.**

GUEST SPEAKERS

Milton Cunningham introduced Peter Hopkins and Colin Finch who explained the work of MAST and answered queries from members.

NEXT MEETING

Next General Meeting will be held on 7th August at the 8 pm. at Derwent Sailing Squadron, Marieville Esplanade, Sandy Bay.

Margaret Jones - Secretary



Victoria Dock - Hobart

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