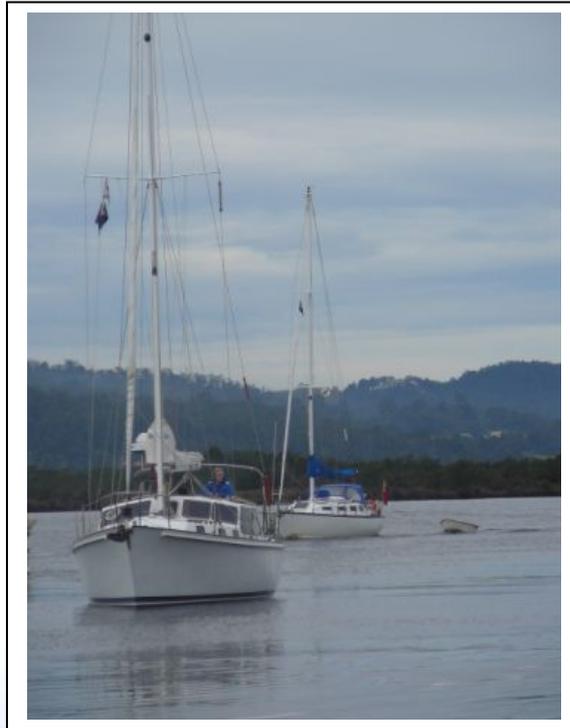




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***Newsletter of the
Cruising Yacht Club of Tasmania***

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THE CRUISING YACHT CLUB OF TASMANIA INC.

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Alamac and crew

CYCT Calendar

Tue 1st July

General meeting – Derwent Sailing Squadron at 8pm

Guest speaker David Gillespie will talk about outboard motor selection, maintenance, repair and safety issues.

2nd July

Mid-week cruise

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

16th July

Mid-week cruise

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

Tue 5th August

General meeting – Derwent Sailing Squadron at 8pm

Guest speaker Jack Woodward will talk about building model Yachts and their restoration.

9th August

2008 CYCT annual dinner

Sun. Sept. 14th

Cruise to Little Fancy Bay

Sat – Sun 27-28th Sept

Cruise to Adventure Bay



Sundowners on Irish Mist

Editorial

Having not been around CCYT for long before standing in for Chris, I thought that a few words of introduction might be appropriate—I have written that under 'Going Around' later in this edition. When I said that I would try my hand at editing *Albatross*, friends looked concerned and reminded me that there are some quite effective treatments for masochism and I no longer needed to suffer without relief. Therefore, it should have come as no surprise when my computer died altogether just when I was in the final stages of compiling my first edition. Added to that, the link between the editor e-mail address and my own has dropped out and no longer works, so for the foreseeable future please use my personal e-mail address below. Actually, I do have a feeling of déjà vu, having edited *Mainsheet* for the Bendigo Yacht Club before coming to Tasmania in 2003 (partly to be nearer good cruising grounds).

This edition of *Albatross* is lighter on words than usual, partly because of the many people who have taken off for warmer weather and relaxation. I have received so many photographs that I can't fit them all into a single edition of *Albatross*, but I have loaded them all onto a CD and put it in the library so people can borrow it at leisure.

Anyway, best wishes to Chris and his crew members for a truly fabulous cruise and a safe return, and thank you for letting me loose on *Albatross*. I hope I can hand it back in good condition on your return in October or thereabouts.

Neil Croll
gwylata@bigpond.com



Alamac and crew prior to leaving

Commodore's comment



For the weather doomsayers, who forever complain of the harsh Tasmanian winter, this June surely must have silenced them.

The CYCT cruise over the long weekend enjoyed sparkling, calm conditions that would be the envy of any cruising destination in the world. It was terrific to hear the responses at the first radio sked on Saturday (1105), when it was clear that we would have a good roll-up, and even better to see the fleet arriving at Rabbit Is. The Albatross burgee flew proudly on twelve Club boats (plus a 'friend of the Club', to make thirteen), all drifting lazily at anchor, while their crews enjoyed the hospitality of various skippers, and the camaraderie that distinguishes our Club. It made for a happy anchorage.

On those 12 boats, the crews of five other Club boats were travelling with friends, so our numbers certainly justified this winter cruise, often billed as the last of the sailing season. On Sunday, most members enjoyed a visit to the Far South education camp (now owned by the Friends School) on the shores of the Esperance River. Situated in a beautiful location, it is ideally suited as a learning centre for outdoor education. Thanks to Cheryl Price for arranging the visit.

An afternoon bbq on Hawkers Green at the anchorage made for a fun, lazy day. Monday saw an early exodus as boats headed up the Channel. Some were lucky enough to be accompanied by a couple of whales who were investigating the Channel. For those of us who had made it to Apollo Bay already, the view was (to say the least) distant, but the 'blows' were still visible. Other whales were sighted off Lauderdale at the same time. Terrific stuff, even if the crew of Asterix were a little surprised to see such large animals surfacing next to them!

MAST has called for submissions for the Recreational Boating Fund for 2008. The Club will ask for improvements to the Kettering and Triabunna jetties, as well as Partridge Is and Melaleuca Inlet. The latter two are 'Parks and Wildlife' responsibilities, so may need some coordination between the authorities, but we will do what we can to keep them on the agenda.

The Committee will be short-handed over the next month or two, as four of our committeemen deliver *Alamak* to Brisbane for its owners. Having seen *Alamak*, a 53 ft Hallberg Rassy design, on the water, its pretty clear they won't be roughing it exactly. Enjoy, fellas! We wish them 'Bon Voyage' for the trip.

Leo Foley



Vice Commodore's report.



I am sitting aboard *Alamak* in Crockets Bay on a glorious, sunny, winters day, having just remembered that I still have a report to write for Albatross. *Alamak* is biding her time until the next frontal system passes before heading to Eden on the next section of our voyage to Cairns. We are just short of a quorum for a CYCT committee meeting: Chris Creese and Mike Temple-Smith are currently passing the little bear on their way down the hill and Chris Palmer is reading in the cockpit.

Port Esperance, June 7-9 (long weekend)

The June long weekend saw a large number of boats out enjoying the good weather and CYCT boats were among them. There were about 12 boats in all at Rabbit Island; *Alamak* used the occasion as a shake-down trip prior to heading north and was at Rabbit Island for Saturday night, heading off around Bruny Island on Sunday and Monday. Commodore Leo led the troops on an inspection of the Far South establishment on Sunday and I believe an enjoyable BBQ followed.

I saw or heard the following members' boats: *Ailsa*, *Andromeda*, *Asterix*, *Get a Life*, *Irish Mist*, *Lalaguli*, *Mulberry*, *Odyssey III*, *Rhona Marion*, *Strathlea* and *Windrush* (sorry if I missed anyone). Some boats returning on Monday were lucky enough to see the two humpback whales and a calf in the Channel. *Two-B* made it as far as Missionary Bay—it's a long haul from Geilston Bay on these short days.

Anniversary Dinner, Sat Aug 9

The Rear Commodore is getting the details from Tas Ports, so if anyone would like to bring their boat into Constitution Dock for the night of the Anniversary Dinner, please contact Milton. There will be a charge for staying the night (\$17 or so).

Little Fancy Bay, Sun Sep 14

Head for Little Fancy Bay for lunch. Listen for the cruise leader calling on VHF 16 at 1105 for confirmation of the destination.

Adventure Bay, Sat/Sun 27/28 Sep

The days will be getting longer so we'll have another attempt at getting to Adventure Bay for the night. I will put out a call on VHF 16 at 1005 and 1105 to see who is around and confirm the destination.

Mid-week cruises out of Kettering

These are still on the Cruising Calendar, although with the Editor and Vice Commodore absent, we might be a bit light on for promoters. If you are going out for a cruise on these days, call by the Oyster Cove Chandlery at 1000 or so and see if there are any fellow members looking lost.

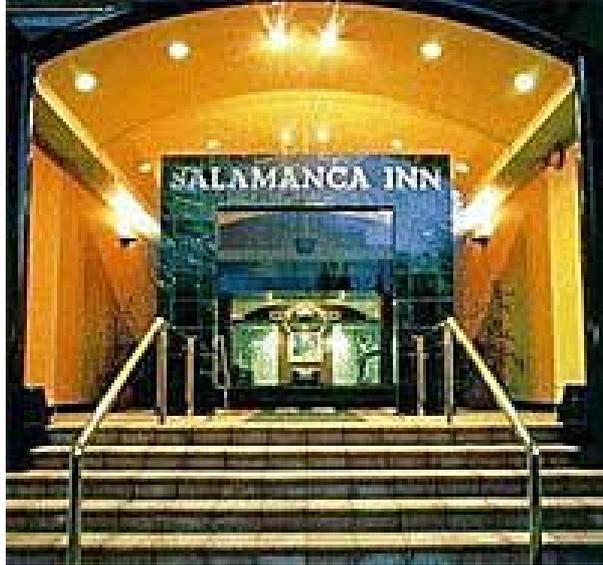
Members' cruising plans

These are cruises that individual members are planning, so that other members who are interested in visiting the same areas can make contact and possibly sail in company (or as additional crew).

If you are planning a cruise, please keep me up to date with your plans and I'll list them. The usual caveats apply, ie listing a proposed cruise is not an offer to take any responsibility for others tagging along, but the usual flow of information between members may help you make your own decisions.

Andrew Boon

PS: Chris Creese has just been for a mid-Winter swim after climbing the hill. Some people!



CYCT

2008 ANNUAL DINNER

6.30PM for 7.00pm—Saturday 9 August 2008

**SALAMANCA INN
GLADSTONE STREET
HOBART**

\$39.50

RSVP by 1 AUGUST 2008

PAYMENT TO THE TREASURER on or before the next meeting—5 August

PLEASE SUPPORT YOUR CLUB AND MAKE THIS A MEMORABLE EVENT

Consider bringing your boat into
Constitution Dock during the day and make a weekend of it!

Rear Commodore's report



Stephen Newham was our guest speaker for the June General Meeting and gave members a wonderful insight to his short-handed (and sometimes single handed) cruising experience during his recent circumnavigation of Tasmania. Thank you Stephen it is delightful to have a person of your sailing knowledge sharing your experiences with us. We are a cruising club and it is great to have guest speakers who are prepared to share their experiences with us.

1 JULY 2008 – General Meeting – 8.00pm – DSS. Guest Speaker: David Gillespie

David is a well-known and experienced outboard motor mechanic and trainer having taught at TAFE Tasmania and other institutions including interstate. David will speak to members about outboard motor selection, maintenance, repair and safety issues. He will tailor his presentation to the audience so come along with your questions and gain the benefit of his broad experience.

5 AUGUST 2008 – General Meeting – 8.00pm – DSS—Guest Speaker: Jack Woodward. Jack is a member of Australian Society of Marine Artists. Before coming to Tasmania he set up and ran the Model Shipyard in Balmain, Sydney. He restores antique model yachts, he also builds modern racing yachts. He builds models from Red Cedar, Kauri and Huon Pine.

The Model Shipyard is now at Franklin close to the Wooden Boat School. Jack will talk about building model Yachts and their restoration. He is also very interested in Radio Controlled Sailing so I am sure it will get a mention. He will bring a few of his models for display and also may show a video or slideshow.

Thanks to Dennis Lees for arranging with Jack to come and talk to us.

9 AUGUST 2008 - 2008 CYCT ANNUAL DINNER

This year's dinner will be held at the Salamanca Inn (6.30 for 7pm). Please support your club by attending this important event.

The cost of the dinner is \$39.50 per head. Please pay Caroline Dutton, Treasurer, by 1 August. Your early attention to this would be appreciated. It helps with the organisation of the event if we know our numbers early.

Thank you in anticipation of your support.

Milton Cunningham

No 5 Aurielle in Auckland: January – April 08

On arrival back in Auckland after our quick catch-up with friends and relatives in Tassie over Christmas we planned our next 4 months of cruising in the Hauraki Gulf, Auckland.

The Hauraki Gulf, bound between Cape Rodney, the Coromandel Peninsula and the Great Barrier Islands is an absolute must if you ever have the opportunity to cruise these waters. In our opinion this cruising ground is one of New Zealand's best kept secrets. The deep water

coves, sandy and stony shorelines, national parks and reserves with walking tracks to suit all from climbing steep mountain slopes to coastal strolls, fishing for snapper or diving for scallops, wandering through the small towns, catching up with cruising friends, meeting the locals and sailing in protected waters all within 50 miles of Auckland city has certainly provided us with a lot of happy memories and the knowledge that we will definitely return for another visit.

We have anchored in over 30 different anchorages during our visit and have only seen about 30% of this area. Locals have suggested we should park Aurielle and take a drive around NZ, but we will leave that for another day as the diversity that the Gulf offers from a cruisers perspective will keep us happily occupied for quite some time yet.

Our first priority on the 'to visit' list was Auckland city, so with a phone call to John, the manager of the Viaduct Marina, we booked a berth. The marina was constructed for the America's Cup and is very similar to Constitution Dock being only one block from the city centre. Auckland city is a small scale Sydney with constant ferry traffic around the harbour, sail excursions on America Cup yachts, many marinas and marine shops, and all the speed and bustle of traffic and pedestrians. We walked on most of the well defined tourist walks around the city and shopped for our supplies for the coming cruise to Mahurangi Harbour and Kawau Island which are approximately 20 miles NW of the city. Kawau Island houses a satellite facility for the RNZYS and is a very popular weekend destination. Governor Grey's house in Mansion Bay is well known for its gardens with flora from all around the world being planted there by Governor Grey in the late 1800's. The coves and anchorages are all weather with deep inlets into the island surrounded by thickly vegetated slopes.

Back in Auckland for the Anniversary Day Weekend (Jan 28th) we anchored right next to the city in Hobson's Bay and watched the harbour overflow with yachts and power craft to celebrate the weekend.

To the NE of the city there are numerous islands all within commuting distance of Auckland. Waiheke Island is the largest with a population of 8000 people. Ferries service the island on hourly turn rounds. Most of the other islands surrounding Waiheke Island are managed by National Parks who are providing camping sites, maintaining excellent walking tracks and revegetating those islands which were previously farmed. Because of their proximity to Auckland many of the islands have a strong history from the war years with many gunnery posts and bunker areas located on strategic sections of their coasts.

During this time Andrew, Judy, Brendan and Katrina Boon join us for an extended weekend cruise of the area. Together we climbed the now extinct volcano of Rangitoto Island, explored some caves and crossed the lava plains to Boulder Bay which is the grave yard of many old trading vessels. We visited Waiheke Island and did a coastal walk along the cliff top and into many bays which are highly valued in real estate terms. Although the land values are high many walk ways and hiking tracks have been provided to allow access to all the coastal and forested areas. It was a weekend to remember full of laughter, walking and fun.



The Hauraki Gulf Area: The Anchor icon is where we anchored between January and April 2008



Sue, Judy and Katrina on Waiheke Island



Andrew and Brendan enjoying a sail in Auckland



A walking track on Waiheke Island,

Next on the agenda was the Coromandel Peninsula and the Mercury Island Group. Coromandel provides plenty of scope for anchoring being approximately 35 miles long and lying in a north/south axis. We visited many coves and the township of Coromandel itself, a

quaint little town that you can access by dingy right into the town centre. It is a good place to restock, with all commodities available and small town friendliness.

From here we headed out to Great Mercury Island anchoring in Mercury Cove. This island is privately owned by Michael Fay and Partner. Michael Fay is well known for his involvement in the NZ win of the Americas Cup. The island is meticulously farmed and forested by Fay, with a staff of about 8 hands running the property. The beauty of this island with its steep sided cliffs and white sandy beaches at the head of the anchorages make it a favourite destination for boaties. The Fays are very friendly to all who visit and allow you to walk anywhere on the farmed areas of the island. They are also well known for their New Year Eve parties with invitations being extended to all the yachts in the anchorage to join in the festivities on shore with live bands and BBQ's being provided.

The island area is renowned for its scallops and crayfish. At Mercury Cove we finally caught up with our cruising mates Daryl and Laurel on *Cool Bananas* who we met first in New Caledonia last season. Daryl is a keen diver so shell fish became the standard meal of the day interspersed with line fishing for snapper and walking the island.



Mercury Island with Mercury Cove in foreground and Coromandel Peninsula in the distance

From Mercury Island we sailed along the east coast of Coromandel Peninsula to the fast growing town of Whitianga. This town is situated at the head of Mercury Bay on the Whitianga River which is navigate able in all weather. There is a marina and a 30 ton travel lift with the best rates on the coast. We paid \$419 NZ for lift out and return, wash down and 5 days on the hard. Last year we paid \$780 Aus for the same at Laurie's Marina in Mooloolaba. The hardstand area was excellent and the local contractor on site was very helpful in supplying

ladders, planks and trestles free of charge, a far call from what we have experienced in other boat yards. The town of Whitianga is one of the fastest growing areas in NZ with an extensive canal and waterway system being developed further up stream. As a result there is a new large supermarket and a light industry well established all within easy walking distance of the marina. With the supermarket close and handy Sue visited it daily while we were on the hard, provisioning up for when we will be cruising Tonga and Samoa this season.



Cathedral Cove, Great Mercury Bay



Simpson's Bay, Great Mercury Bay

Back in the water we headed to the Great Barrier Island, a natural wonder with four harbours on the Western side providing anchorages for all weather. The East coast has limited anchorages with many surf beaches and cliff lined shores. The island has a population of approximately 800 in 4 small towns. Great Barrier Island is about 30 miles long and is renowned for its ruggedness, providing many walking tracks and camping grounds in national park areas.



Port Fitzroy, Great Barrier Island



Port Fitzroy, Great Barrier Island with Little Barrier Island in the background.

Our first anchorage was in Port Fitzroy which is a totally enclosed harbour. Access into the harbour from the west is via the Man O'War channel. This is a very narrow channel, probably only 50 m wide, but is 15 m deep. Inside the harbour there are numerous coves with deep water up to the shoreline. From Port Fitzroy we hiked to the remains of the Kauri Dam and climbed the island's highest mountain, Mt Hobson via Windy Canyon, which well and truly lived up to its name. The Kauri Dam is a timber structure which was built to hold back the Kauri logs deep in the valleys, until the winter rains provided plenty of water flow for the logs to be released and flushed down to the sea where they were loaded and transported as far as the UK for ship building purposes.



The Kauri Dam

A very handy outdoors laundry and shower / bath facility has been set up in Smokehouse Bay for all the boating fraternity to use. It provides running hot water on tap, 4 twin laundry troughs and ringers and 3 clothes lines. This facility was established by the land owner and is maintained by the boaters. Access can only be gained from the water.



Sue enjoying washing day?? Unlimited water



Laundry Facilities, Amenities dwelling, and dry out poles at Smoke House Bay on Great Barrier Island

The walking tracks are well established with many boardwalk areas and bridges crossing the mountain streams. The hills have regenerated from the logging days with the Kauri and Celery top pines re-establishing themselves.

Our time passed quickly with anchorages in Whangaparapara, Blind Bay and Tryphena Bay. With a fortunate break in the weather we were able to have an overnight anchorage on the east coast, under a rocky crag on the SE end of Medlands surf beach. This is an open anchorage to the north but with a SW wind and an easterly swell the anchorage was secure with only a slight roll. The walk along a surf beach was a welcome change from all our mountain hiking.



Medlands Bay, East coast of the Great Barrier Island



Auckland City from Rangitoto Island looking over portion of Hauraki Gulf, Suburb of Devonport and the Waitemata Harbour

What have we learnt about cruising the Auckland area?

- January to April best cruising time
- Marina Costs - cheaper than Aus \$24-40 NZ for a 17m berth
- Marina's we used - Gulf Harbour Marina, The Viaduct Marina, Whitianga Marina for haul out
- Food cost - comparable with Aus
- Easy passages between anchorages
- Continuous weather up dates on VHF channel 21
- Abundance of national parks with plenty of information available on walking tracks
- Real-estate prices - comparable to Sydney
- Best cruising guide - Hauraki Gulf Boating Atlas by David Thatcher
- Anchorages close to city - 1) Hobson's Bay behind old timber breakwater, 2) Between Pier 21 Marina and West Haven Marina breakwater,
- Easy access to international airport
- Free internet available at libraries

At present we are slowly wending our way northwards back to Opuia in the Bay of Islands where we will wait for a good weather window, formally clear out of New Zealand and start our next lot of adventures exploring Tonga, Samoa and Fiji before returning back to New Zealand some time during November.

Going about

A note from Paul Kerrison

Just received a note along with some very good photos from John and Sue Cerruty I was talking to John via HF the other week they have just experienced windy weather similar to us just north of Auckland.

Rosemary and I survived the big blow in Chinamens bay Maria Island and recorded 79 knots at the masthead. What a night. I will send you a possible cover photo on a separate e-mail John Bridgland caught us just south of Schouten Island early morning with the MPS up last Friday and took the photo.

Fancy a sail across the top?

At the time of writing, there are one, possibly two, berths available on *Alamak* for the leg from Cairns to Darwin. Approximate dates are ETD Cairns 8th Sep, ETA Darwin end Sep. You would have to make your own way to Cairns and from Darwin, as well as contribute to running costs of the trip (one fifth if we get a crew of five). For those who don't already know, *Alamak* is an Italian registered 53' Halberg-Rassy yacht, very comfortable with all mod cons, and a great boat to sail. See the March 2008 'Albatross' for Chris Palmer's description of his trip from Brisbane to Hobart on her.

If you are interested, contact Chris on 0402 118 548 or at cpalmer@praclog.com. He will be somewhere between Hobart and Brisbane with three other CYCT members, but should be receiving both mobile calls and emails.'

Sailing on inland waters: Lake Eppalock, Victoria

For several years we sailed a Hartley TS16 on Lake Eppalock where, with 128 Km of shoreline, there was some interesting cruising available. Sailing on inland waterways is often quite different from sailing in the sea. Artificial lakes usually abound in dead trees, that emerge from the surface whenever the water levels drop substantially. At other times they lurk beneath the surface trying to snare the keels of the unwary. The winds are often fluky in the extreme—I watched one competitor approaching the finish line of a race, then, to her visible and audible distress, suddenly go into reverse and back away again. Of course, there are no marine-style charts, and no soundings, and the water is completely opaque and very cold just under the surface. Obstructions that emerge cannot be cleared away because they are considered fish habitat.

A seasonal problem is the drop in water levels in the summer followed by the rise if the autumn rains ever come again. We found that during the summer heat, dead tree trunks dried out, then when the water levels rose again they floated just beneath the surface until they became so waterlogged that they sank again.

Smaller trailer-sailers can be sailed well up the various rivers that feed the lake, and you can go surprisingly long distances if you can drop the mast and motor as the trees close in overhead.

In the good old days there was always a lively amount of water traffic. A great number of social and community groups leased campsites around the lake to give their members water access, there were several speedboat and water ski clubs, a boatshed and marine engineering company specialising in building high-powered motors for real speed freaks, a lifesaving club, several fishing clubs, a Coast Guard Flotilla, a Naval Reserve Cadet unit and the yacht club as well as large numbers of private boating and fishing enthusiasts. The yacht club mustered about 60 boats in races every Saturday afternoon, and had a world champion in Glen Ashby (International A Class). Despite T-shirts announcing each wearer as a 'Grotty Eppalocky Yotty', sailing was taken very seriously indeed.

Of course, with all that water traffic all was not harmony and light. One Saturday afternoon the Coast Guard boat picked its way carefully through the fleet of yachts approaching the leeward mark for the last time in the race. Having avoided near misses, it reached the point where the boathouse was located and gave a few blasts of its air horns, the signal for its trailer to be brought around. Then it slowly rounded the point into the next little bay, where the boathouse's tractor was waiting with the boat trailer. A few minutes later, the Coast Guard boat safely snugged down in the shed, the crew looked out over the lake and saw a scene of utter confusion. Yachts were everywhere, heading on apparently random courses, and all three rescue boats were apparently trying to round them up like Border Collies after a mob of sheep that had been grazing on magic mushrooms. At the next Sailing Committee meeting of the Yacht Club there was considerable heat and noise. 'Here we were rounding the leeward mark when some idiot came up in a great ugly stink boat and sounded the signal that the race had been abandoned!'

My favourite place on the lake was Derrinal Waters, a big, beautiful area about 30 Metres deep. Then the drought hit and the water fell away. All the camp sites have now been abandoned, the clubs don't operate there any more, none of the many launching ramps come even close to the water, the businesses have all closed and the place is mostly deserted. It is unsafe to try launching little dinghies, because it is so easy to fall in the thick silt where the shore used to be, and people have broken their legs doing that. The day before I left for Tasmania, I drove to Derrinal Waters to look around one last time. Where I had sailed there was a herd of Angus cattle standing up to their bellies in grass. I was able to drive clean across the lake bed, but I was unable even to see any water. Vale water sports in Lake Eppalock.

Neil Croll
Thowra

Bulk Purchase of 406 MHz EPIRBS

As everyone is aware, older EPIRBS (121.5/243 MHz) must be replaced by the more effective 406 MHz versions by Jan 2009. I am investigating a bulk purchase so would like to hear from members who would like to make up the 'bulk'. I'm not expecting a great reduction in price but you never know. If you are interested in buying an EPIRB, please send me an email (aboone@bigpond.com) confirming the number you require and whether you would prefer one with a built-in GPS receiver. I'll try and get the GME model. If anyone else has any contacts (GME or otherwise) please let me know. I'll confirm the price with those interested before ordering.

Andrew Boon

Doris Newham

is turning

90



All past and current CYCT members are warmly
invited
to an open afternoon
from 2 pm

on
Saturday 5th July 2008

to help her celebrate,
with family and friends

at
Unit 2, 19B Emmett Street
Smithton

No gifts please



CYCT fleet at Lady Bay

Kokomo at Cape Raol





Dinghies at Far South

Talisman II at Maingon Bay



Minutes of the Cruising Yacht Club of Tasmania, June 2008

Tuesday, 3 June at Derwent Sailing Squadron, Sandy Bay – 8pm.

WELCOME

Commodore Leo Foley opened the meeting and welcomed members and guests.

PRESENT

32 members and one guest.

APOLOGIES

Chris Palmer, Wendy McDougall, Roger & Pat Locke, Merv & Kathleen Page, Wendy Lees, Kevin & Chris Hussy, Conchita Navarro.

MINUTES OF THE PREVIOUS GENERAL MEETING 6 MAY 2008 .

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the general meeting held on 6 May, 2008 as advertised in the June edition of *Albatross* as a true and correct record of proceedings with the one exception of *Vento* being replaced by *Seaquin*.

BUSINESS ARISING

Nil

CORRESPONDENCE

Inward

Ebb Tidings (June)
Mainsheet (June)
On the Right Track (Cygnet Sailing Club)

Outward

Mermaid Café—letter of thanks for the catering after the Navigation cruise

TREASURER'S REPORT

Nil

CLOSING BALANCE AS PER STATEMENT RECEIVED FOR MAY 2008 \$ 44

COMMODORE'S REPORT

Request a replacement for the Editor, Chris Palmer who will be absent for 3 months.

* Recreational Boating Fund – submissions are due in to MAST at the end of June for funding for the coming year.

VICE-COMMODORE'S REPORT (A BOON)

As per the Albatross

Commodore Leo Foley to lead cruise to Dover at the long weekend, 7-9 June.

REAR COMMODORE'S REPORT (M CUNNINGHAM)

Annual Dinner – 9 August- venue close to the dock. Aiming for a cost under \$40 per person. It is hoped that boats will return to overnight in Constitution Dock.

1 July – Guest Speaker will be David Gillespie.

GENERAL BUSINESS

Navigation Cruise – Winner was 'Irish Mist' skippered by Paul Kerrison. Congratulations to Paul and his crew.

The club extends its appreciation to Nick and Chris Creese for their comprehensive navigation course and challenging crew questions.

Note - in latest Cruising Helmsman there is an article written by Mike Fowler from WA who has lived on his boat for 2-3 years and explains how he has kept in contact with his family and friends.

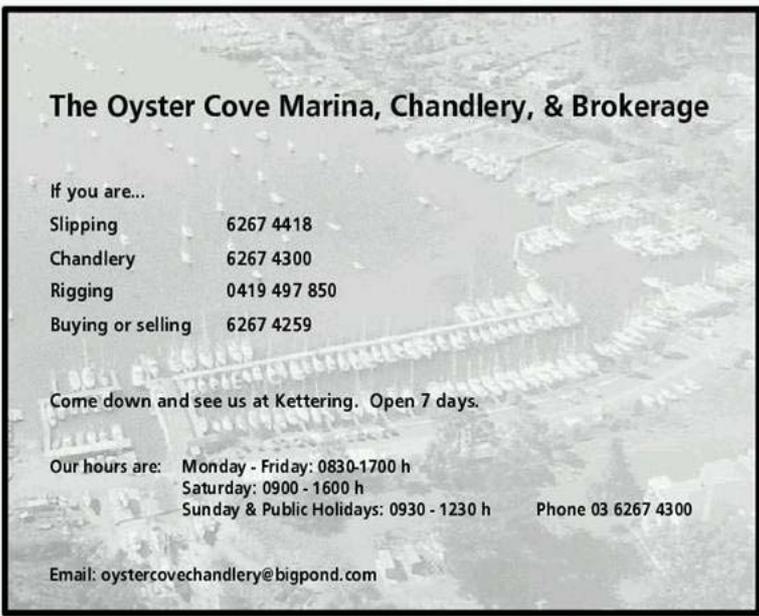
GUEST SPEAKER

Stephen Newham spoke about his trip clockwise around Tasmania during at the beginning of 2008. This was well illustrated by the PowerPoint presentation. Thank you Stephen for an interesting presentation.

NEXT GENERAL MEETING

1 July, 2008 at Derwent Sailing Squadron at 8pm

Acting Secretary Margaret Jones



The Oyster Cove Marina, Chandlery, & Brokerage

If you are...

Slipping	6267 4418
Chandlery	6267 4300
Rigging	0419 497 850
Buying or selling	6267 4259

Come down and see us at Kettering. Open 7 days.

Our hours are: Monday - Friday: 0830-1700 h
Saturday: 0900 - 1600 h
Sunday & Public Holidays: 0930 - 1230 h Phone 03 6267 4300

Email: oystercovechandlery@bigpond.com

D'Entrecasteaux Marine Electrics

Kettering

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

TROUBLE-SHOOTING

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REWIRING

Campbell Gregory

Ph: 03 6267 4980 Mobile: 0400 871 332



Mermaid Café
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Lunch snacks coffee
9am – 5pm 7 days
Ph: 03 6267 4494

LINDISFARNE BAY BOAT YARD

FORD PARADE LINDISFARNE

- Slipping/Workshop Hire, Engine/Mast Hoist
- Jetty Hire Available ▪ Yacht Delivery/Raft Hire
- Boat Surveys ▪ Repairs/Fitouts to all types of craft
- Painting ▪ Engineering/Mechanical/Electrical

MOORING SERVICES



Phone Malcolm on
0408 123 805 to book your service.
Malcolm McDougall - Masters Certificate 5 & Engine Drivers 2

Diver can be arranged
Servicing Channel area every 4 to 6 weeks