



Albatross

Volume 34

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November 2008



*Off to church – Tongan style
Photo – Sue Cerutti. See article on page 7*

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



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Who owns this boat and what is it called? Clue – it doesn’t belong to a CYCT member.

CYCT Calendar

Thur-Sun 23rd to 26th October

Show Day Long Weekend cruise to Nubeena

Destination subject to weather conditions. Listen on Channel 16 at 1105hrs for further details from Cruise Co-ordinator.

Wed 29th October

Mid-week cruise

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

Tue 4th November

General Meeting – Derwent Sailing Squadron at 8.00pm

Guest speaker Ben Tucker will talk about his voyage to the Antarctic in *Snow Petrel*, a 34' steel sloop, and show a DVD of the adventure.

Sun 9th November

Boat handling day – Apollo Bay

Further details to be announced at November GM. Listen on Channel 16 on the day at 1105hrs for further details and proposed location.

Wed 12th November

Mid-week cruise

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

Tue 25th November

Rabbit Island Cruise Briefing

Mariners Cottage at 8.00pm

Wed 26th November

Mid-week cruise

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

Fri 28th (evening) to Sun 30th November

Cruise to Rabbit Island (Port Esperance)

Including a night passage to Rabbit Island. .

Tue 2nd December

General Meeting – Derwent Sailing Squadron at 8.00pm

Details to follow.

Sat 13th December

CYCT Christmas party – Dru Point Reserve

Full details at November GM and next issue of 'Albatross'.

Editorial



It's good to be back.

When all the islands start merging into each other, when you get tired of predictable downwind sailing (yes – you do) and can't be bothered to get the camera out yet again for another unforgettable sunset, and when constant 30 degree temperatures and high humidity start making you cranky, you know it's time to head back to the cool climate and 'variable' weather of Tasmania for a sanity check.

Not that I would have missed my three and a half months on *Alamak* for anything. It was indeed the experience of a lifetime, made all the better for being able to share it with Margie and with other CYCT members for parts of the time. I shall be eternally grateful to Gianni, *Alamak's* genial owner and now good friend, for making it possible. And more are about to enjoy the experience – Commodore Leo Foley and John Greenhill are joining *Alamak* for the voyage from Darwin to Langkawi (Malaysia). Lucky them! (Berths are still available for later parts of the trip back to the Med. If you are interested – give me a call.)

But as I said – and meant – it's good to be back. And I must pay tribute to Neil Croll for relieving me of my editorial tasks while I was away. To stand in at little notice and with time for only a cursory handover was not easy, and I know he had some computer problems to add to his burden. Many thanks, Neil. My trip would have been less enjoyable without your contribution.

Once again, Sue and John Cerutti have made your editor's job easier by providing another informative article on their seemingly never-ending voyage through the Pacific islands. You'll find the latest installment on page 7.

Regrettably, other than some photos from Paul Kerrison taken on board *Irish Mist* on Opening Day, no other contributions have been received from members for this issue of 'Albatross'. At the risk of sounding like a broken record (remember them?), **PLEASE**, put pen to paper, finger to keyboard, chalk to slate, and share some of your experiences or wisdom with fellow Club members *via* this newsletter. See page 20 for an idea to get you started.

All the best.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Warmer sunny days herald the cruising season, and our boats are ready to go. Fly your burgee and look for other Club members to catch up with, or make a new acquaintance.

I will be leaving this week to join *Alamak* in Darwin, and sailing her through Indonesia to Malaysia. It sounds very exotic, and I must confess to feeling quite excited, but the wind patterns in the area might quieten that enthusiasm. Apparently it's either from the North (on the nose) or none at all. We'll see.

Bali, Borneo, the Riau Archipeligo, and Langkawi are on the passage plan. All are new to me, and smack of adventure. John Greenhill (*Ilinga of Derwent*) will also be on board, so we're keeping a strong Tassie connection with the boat – and flying the Albatross. We will be back in time for the CYCT Christmas function, with tall tales to tell, and maybe some true ones too.

With luck, we will catch up with former Commodore Helen Stewart and Phil Hebblethwaite, who are doing repairs to *Meridian* in Malaysia. They are somewhere near the Australian Air Force base at Butterworth and laid up for a while, but I'm hoping for a more precise address!

Talking of former Commodores, David Bryan has had some ill health lately. He's on the improve, so I'm told, but we wish him well, and I'm sure he'd welcome some contact from Club members. Get well soon, David.

I leave the Club in the competent hands of Vice-Commodore Andrew Boon. Please show him the support you offer to me, and he'll do it well. Thanks, Andrew, for stepping in, and I'll attempt to keep up your high standards on *Alamak*.

I'll see you at the Christmas party; Bon Voyage

Leo Foley



Vice Commodore's Report



The sailing season has officially commenced, the weather is improving and daylight saving is with us: there really is no reason not to get out on the water occasionally, is there? Actually I've found plenty of reasons – installing the new water pump, new alternator, new batteries, servicing the winches, replacing the mooring lines – and I haven't even thought about slipping the boat yet. But *Reflections* has been out a couple of times and hopefully that will continue.

406 MHz EPIRBs

I still have a few EPIRBs left to be collected, so if you ordered one, give me a call. Register your EPIRB with AMSA at <http://www.beacons.amsa.gov.au>. Please DO NOT put your old 121.5/243 MHz EPIRB in the rubbish or recycling bin. Take it to one of the collection points: Battery World (164 Campbell St, Hobart or 442 Main Rd, Glenorchy) or to MAST's offices (L1, 17-19 Franklin Wharf, Hobart or Kings Wharf, Invermay).

Adventure Bay

We got there! Three boats ventured to Adventure Bay: *Josida*, *Odyssey III* and *Reflections*. It was a little bit roly in Quiet Corner but *Josida* had TV reception (it was Grand Final day, after all) and all crews enjoyed a drink or two on *Reflections* after the game. The weather forecast suggested an early start on Sunday so everyone was away by 0800 with *Josida* heading south and *Odyssey III* and *Reflections* sailing north. We sheltered under One Tree Point for lunch and were entertained by two Southern Right whales who were slowly moving down the shore (10 – 20 m from the shoreline).

Combined Clubs Opening Day

I saw the following Club boats out on Opening Day: *By Chance*, *Future Days*, *Irish Mist*, *Kocomo*, *Lalaguli*, *Mulbery*, *Nyanda*, *Reflections*, *Sagres*, *Talisman II* and *Two-B*. *Irish Mist*, *Kocomo* and *Talisman II* spent the night next to the cemetery in Cornelian Bay and headed back to Kettering on Sunday.

Boat handling exercise – Apollo Bay – Sun Nov 9

The aim of this day is to undertake simple exercises such as bringing your boat alongside a jetty, wharf or another boat, maneuvering astern, finding out how long it takes to bring your boat to a stop when under way and methods for getting away from a jetty when the wind is pushing you on. If anyone has any suggestions for suitable exercises, other venues or ways of setting up a 'jetty' (anchoring a couple

of inflatable dinghies together?), please get in touch with me. Otherwise, come out for what should be an enlightening afternoon's fun.

Pre-Trip Briefing for Rabbit Island – Mariners Cottage, 8 pm Tue 25 Nov

To discuss anchorages, charts, notices-to-mariners, distances and times, etc., particularly for new members but available to all. The relevant chart is AUS173 and make sure that you have the 2008 edition. I will bring a list of the Notices to Mariners so that we can update our charts. We will concentrate on the challenges of night navigation in this area.

Rabbit Island – Night trip down – Nov 28-30

The plan is to sail to Rabbit Island on the evening of Friday 28. This is the day after the new moon, so there will be no moonlight but we have plenty of navigational aids in this area (as well as a few fish farms to dodge). This is not a competition, rather an opportunity to practice navigational skills. Switch off your GPS/plotter and use your eyes!

Mid-week cruises

I am trying to get these going again. They are programmed for Wednesdays Nov 12 and 26 so if you are free, be at Kettering (meeting point next to Boat Sales/Chandlery building at Oyster Cove marina) at 10 am. Bring lunch and something to share (food, wisdom, jokes, etc.).

Skippers' responsibilities

Finally, a reminder to the skippers of boats taking part in events in our cruising calendar. It is your responsibility to ensure that someone is aware of your plans. The responsibility to start and continue in any cruise is yours alone. The CYCT does not 'control' events nor does it accept responsibility for the safe return of any vessel. Make sure that someone ashore (usually family) knows when you expect to return and keep Coast Radio Hobart up to date with your location, destination and crew details.

Andrew Boon



Rear Commodore's Report



The guest speaker at our October meeting, author and historian John Sargent, gave us a very entertaining and informative insight into the early ferry trade on the Derwent; particularly that conducted by his mother's family, the O'Mays. Thank you, John. We look forward to visiting your private maritime museum sometime soon.

For the November meeting our guest speaker will be young adventurer Ben Tucker, who with his father and brother sailed his 33'6" sloop to the Antarctic and back. He has made a video of the trip, which he will show and which will also be available for purchase. (Xmas presents).

Ben may also relate some of his more recent adventures.

Don't forget our Xmas get -together at Dru Point on Saturday December 13. Start time about 12 noon. BYO everything, except barbeques, but including a small, addressed present for Santa to give any children under your care.

Regards

Merv Page

***Aurielle* in Tonga, Western Samoa and American Samoa – May to August 2008**

From John and Sue Cerutty

After farewelling our visitors in Pangai Sue and I sat out 4 days of strong SE trades prior to moving up the Ha'apai group to the most northern anchorage of Ha'ano Island. This anchorage is a deep cut into the reef giving excellent protection from the trades. Kayaking, snorkelling and mixing it with the locals rounded off our visit to the Ha'apai group on a high note. We met Seifa, a local who had served the church for the last 20 years but had now returned to his home village and was living the Tongan way of life. He was entering into a tourist venture with a New Zealander and the Noble who owns the land. Unfortunately this has currently stalled due to lack of funds. The site is at the head of the anchorage and the picture below says it all, however Sue and I wonder how the average tourist will get to visit the site as the only means of reaching it is by water and with no commercial



The view from Seifa's resort

with a width of only 15m between rocky outcrops and a minimum depth of 2.1m over the reef. Once inside, the depth quickly drops to 30m plus and one of the many marvels of the Vava'u Group opens up. The anchorage, approximately 1½ nm is totally enclosed by the land, with 100% wind protection from any direction. As we had arrived in the Vava'u group late on Friday we were unable to check into the Customs Office at Neiafu till Monday, which is common throughout the SW Pacific.

Once we had obtained our inter island clearance in Neiafu we set out to find the market. It was well stocked with local produce so fresh fruit and vegies were once again on our menu. It had been six weeks since we left Nuku'alofa.

Neiafu is the capital of the Vava'u Group and is the area in Tonga most visited by yachties and tourists. The town spreads along the Eastern shore of Neiafu Harbour with a few low key shops, Westpac and ANZ banks, a chemist and two local supermarkets lining the main street.



The entrance to Hunga Lagoon

craft available a trip in Seifa's tin dish may be a bit more than one would expect as the stretch of water is some 20 miles from Pangai

From Ha'ana Island to the Vava'u group is a 75 nm sail, so with an early start and a light to moderate SE breeze we had a very pleasant sail arriving at Hunga Lagoon mid-afternoon. Approaching from the west the entrance into the harbour is a bit tight

The local resort, café and restaurant owners have banded together and conduct a Cruisers Net at 8.30 each morning on VHF which provides a wealth of information. If you are in need of repairs, restocking, contacting fellow cruisers or wish to buy sell or trade this is the best media available.

The harbour is 30 to 40 m deep with some limited anchorage areas. Moorings are available at \$10 per night which is the option taken by most cruisers. Water, fuel and gas are available along the water front.



Nemo looking for his mates

The Vava'u group is a cruisers dream with over 35 anchorages, all within a 15 mile radius, of flat water sailing and an average daily temperature of 27 degrees.

Snorkelling and diving is well rewarded with many fish and coral areas to be explored. A highlight of the diving is a visit to Mariners Cave. The cave entrance is



Neiafu harbour

approx 1m below the surface at low water and 3 -4 m in from the outside, so if you can dive under the keel of your yacht you should be able to visit Mariners Cave. Once inside, light is provided from beneath you coming from the entrance of the cave. The cave is approximately 20 m radius and 20 m high. A compressed air feeling is felt each time the water surges

and recedes creating a mist on the surface as each surge recedes. Another interesting cave is Swallows Cave which can be accessed by dinghy.

The outer eastern islands are only visited by a few as access is restricted by coral reefs and requires settled weather. With our friends Rob and Jan Howard on board we ventured to this group and were well rewarded with a remote and secure anchorage in the lee of Kenutu Island and with the roar of the Pacific Ocean pounding the adjacent reefs. Walks to the windward side provided us with

spectacular views of rugged coastlines while at low tide we were able to walk across the reef to the adjacent island. It was an awesome feeling to be walking across the gap between the islands and see the Pacific Ocean surf pounding in, hit the reef you were walking across and just have a little of that massive wave trickle over to where you were standing.



The Pacific Ocean rushing in between Kenutu and Lolo Islands

Our next anchorage was at Ofu Island where the locals were very friendly and exchange of experiences was rewarding. We found this in contrast to some of our previous experiences in Tonga. The village was very neat and tidy and there was pride in their lifestyle. Western ideas are gradually

influencing the village and with the children having to attend High School in Neiafu the attractions of the 'big smoke' are evident.

Nuapapu Island is home for Fa'aki, Ben her husband and their 5 daughters. It was late in the day on a Sunday when we anchored off their village coinciding with Fa'aki and her family returning by local launch from church services in a nearby village. We were invited ashore to meet with her and her family. We had intended to go for a walk through the village to the other side of the island but during our conversation with Fa'aki it was evident that Sunday was the day of rest for the village and it was not quite the done thing to wander



Sue learning to weave a mat from the pandanus plant

through during this time. She arranged for us to meet her the next day and she would show us around the village. Next day we were given a very comprehensive tour of village and visited the ladies weaving the fine ceremonial mats for the Coronation of the new King. Sue



The church choir singing a welcome song especially for us

immediately made friends and was

given a lesson in weaving. The mats were made from the pandanus plant and measure 6 by 2.4 m and would take two weeks and four weavers to complete.

After spending five weeks in Vava'u it was time to move up to the Niuva group of Tongan Islands some 170 miles north of Vava'u. After an overnight sail we



A cruisers' gathering at Seia's home on Niuatoputapu Island

motored through the reef into the lagoon of

Niuatoputapu Island. This lagoon is well protected from the east and offers very good holding in 10 meters on sand. The island is a very remote place nowadays. The local trading ship only visits once every six weeks and there have been no air flights into the island since

Tongan Airlines went belly up two years ago. We shared this anchorage with fellow Tasmanian Pat Price on his yacht *Pendulum*. Our ten day stay was filled to

capacity with snorkelling, hiking, beachcombing, sailboarding and mixing it with locals and fellow cruisers. Palm Island Resort exists on Hunganga Island, just off the western end of Niuatoputapu Island. The resort can be visited by wading across the shallows at low tide and several lunch time get togethers were enjoyed by the cruisers. Laura, who runs the resort, was very pleased with our patronage as she has had no guest since the airline closed. Laura was hopeful that Chatham Airlines were going to trail some flights in August but it would be all too late for this season.

From Niuatoputapu we cleared out of Tonga and headed to Apia on Western Samoa approx 180 miles north. With the wind backing from the East to the SE, we departed Niuatoputapu on a two sail reach. Five miles out we had a strike on the lure and managed to land a 1.2m Mahi Mahi, so with six meals of fish now in the freezer the line was not returned to the ocean. The sail was very pleasant with 20 knot winds and wearing bathers only we passed the 100 mile post in just under twelve hours.



'Pendulum' at Niuatoputapu Island

Approaching the western end of Samoa we passed through Apolima Strait and then headed east along the northern coast to Apia.

Apia, the capital of Western Samoa, is a very western type city and provides the only marina between Tahiti and Fiji. It is compulsory to use the marina if space is available but if you have to anchor out the charge per night is the same as being in the marina. Marina fees were not as cheap as we were led to believe, prices reflecting Australian costs, however the food and general living expenses were

considerably less if one shopped at the local market and dined at the local cafes. Any restaurant that sold western style cuisine charged western prices.

The Samoan people are very polite and friendly and generally have a good command of English. The market is well presented with a really busy atmosphere



The Police Force and Police Marching Band

as the produce and their prices cannot be surpassed. The eateries within the market provide traditional style, hot, meat filled rolls and a drink for fifty cents Australian. Two rolls are plenty for a midday snack.

Tradition is well respected with the Police Force marching every morning and afternoon from their headquarters to the Prime Ministers office for the raising and lowering of the Samoan flag.

Approximately fifty rowers in 30m long surf type boats race around the harbour. With tourism being one of the main employers, a high standard of accommodation and staff presentation is evident with Aggie Grey's on the esplanade setting a fine example.



Longboat racing on Apia harbour

Because of the lack of anchorages in Samoa we hired a Rav 4 with friends, Tom and Vivienne off the Townsville registered yacht *Imajica*, and toured the island. The terrain is very rugged internally with only narrow coastal plains .The towns are very tidy, with evident pride in their gardens, which was great to see with many sections



Outdoor living with western style house at the rear

of the road verges being planted out with a wonderful array tropical flowers by the adjacent property. Houses are 50% open plan with no walls or windows and 50% conventional which usually is the rear section of the house. The coastline is ringed by a 200 to 400m reef around its shore line which breaks the ocean swells and provides a protected beach front. Some

beaches are private and permission from the adjoining owner is required to walk or swim on them. A small fee will be charged for access.

From Western Samoa we sailed to America Samoa, approx 85 miles ESE of Apia. To arrive in daylight and with the wind being on the nose we departed Apia at 8.00pm anticipating a noon entry into Pago Pago harbour. The wind forecast was for 15 -20 knot easterly with the wind lightening off the following



Traditional dancer wearing Tapa cloth dress

morning. Our sail along the north coast of Apia was a dream in 15 knots, no sea and 30 degree air temperature. Well, somewhere over the horizon a localised trough had formed and with rolling clouds closing in and the moonlight being shut out all hell



The national choir in festival dress

broke loose with gusts up to 36

knots, 90 degree wind shifts, torrential rain and lightning, shredding our dream of an ideal overnight sail. Once the front passed over us the wind settled down to a steady 25knot easterly with steep 2-3m confused seas for the rest of our sail. Sue was less than impressed as I had promised that this was to be our year of no 'nosery' winds. Entering the harbour was straight forward as it was well marked



Pago Pago Harbour - American Samoa

and C-Map was accurate. The harbour master advised we could anchor in the harbour and dinghy ashore to clear in. This was a relief as we had been told that we would need to go along side the shipping wharf and all the officers would visit the yacht.

does not have a good reputation for anchoring because of rubbish and the smell of the tuna processing plant but we had no issues with either. The harbour is spectacular being surrounded by steep sided mountains covered in tropical growth, which provide a secure and calm anchorage apart from the odd gust that funnels down from Rainmaker Mountain.

American Samoa

America really has put its stamp on this place with left hand drive cars, American currency, food, accent, and the school year commences in August.

Life in American Samoa revolves around the tuna canneries and defence forces with very little



The 'Magic School Bus'

tourism. As there are few other anchorages the best way to see the island is by local bus or hire car. We used both and were rewarded with the ride of a lifetime in a very colourful 'Magic School Bus' packed with some very large Samoans and loud boom box music. The maximum fare is \$2.00 to anywhere on the island but the service is very irregular so the return time was never known and there could be



Polar Island - Cock's Comb Point - north coast of American Samoa

up to a four hour wait.

We hired a car another day with our friends Tom and Vivienne and travelled every road on the island. The scenery is spectacular with high, razor ridged mountains covering 80% of the island and the remainder being used as townships. There

appear to be no productive farms, with all meat and a large quantity of vegetables being imported from NZ or California. The local market has very little to offer with the Samoans opting for fast, take away food and western style living.

We have now cleared American Samoa and will depart for Western Samoa as a short stop over before heading to Wallis Island and then on to Fiji.

Season Opening Day

Photos from Paul Kerrison *Irish Mist*



Going About

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

Welcoming new (and not so new) members

Walking into a room full of strangers is, for most, a rather daunting experience.

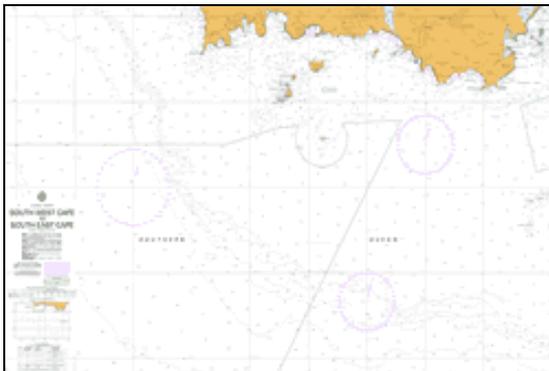
While most CYCT members have got to know many other members over the years, spare a thought for new members turning up to a General Meeting for the first time, those returning to the Club after an absence, or those who are only able to get to our gatherings infrequently.

We would all like to think that our Club consisted of a friendly bunch of like-minded people, interested in meeting new people and sharing tips and experiences. That's probably why we joined in the first place.

So if you see someone you don't know at any of our activities – go over and introduce yourself, and if the person you meet is a new member, introduce him or her to other members. First impressions count for a lot, and if new members feel unwanted, their enthusiasm and interest in the Club will wither away to the detriment of the Club and its future. And if the person has actually been a member for some time – well, perhaps you have just made a new friend.

New chart from Australian Hydrographic Service

The Hydrographer has released a new chart, number 794, covering the area from South West Cape to South East Cape. The scale is 1:150,000. Those contemplating a trip to Port Davey (on the agenda for many of us, I suspect) may like to invest in it at the rrp of \$29.95 from the usual outlets and start planning.



***Aspro II* sighted at Magnetic Island**

In the July 'Albatross' we made mention of CYCT member Don Marshall's trip to Townsville in his 23' miniature *Spray* replica.

While on Magnetic Island, your Vice Commodore and your Editor spotted a familiar looking craft in the marina there. Yes – it was *Aspro II*! Having just made the same trip in a 53' luxury yacht with at least four people on board at any time, we took our hats off to Don who did it all on his own. For those who are not familiar with the boat, here is a photo. We are sure there must be a kitchen sink there somewhere.



Activity at Kettering

We understand that the current economic crisis has not slowed the work at Oyster Cove Marina. Much dredging has been done, and apparently orders for pontoons and the like are close to being placed. Those who are interested can inspect a plan of the proposed development at the marina office.

Still in Kettering, the blue building along Ferry Road that has been vacant for a year or more has been sold, and part of it will become a Kettering office for Boat Sales Tasmania, the boat brokers based in town.

And in the interests of keeping 'Albatross' readers informed, your editor dined at the Oyster Cove Inn one evening recently, and can report that it was an eminently satisfactory experience. Good food, friendly service and very reasonably priced. Recommended.

Berrimilla completes her second epic voyage

Mention was made in July's 'Albatross' of *Berrimilla's* planned voyage through the North West Passage. This amazing trip was completed without major incident, making *Berrimilla* and her owner, Alex Whitworth, one of Australia's most adventurous boating partnerships. Her two-handed circumnavigation some four years ago, followed by the NW Passage (with a crew of sometimes two, sometimes three) is a unique double.

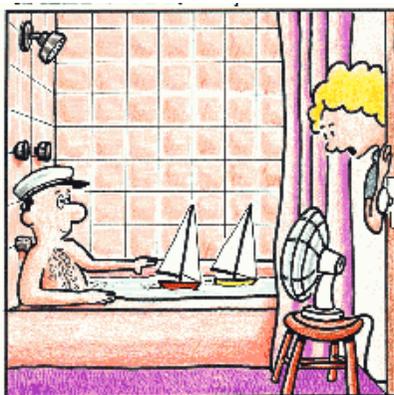
Go to <http://www.berrimilla.com/tng/blog.html> for details.

(For those who wonder about my interest in Berrimilla, a 33' Brolga, I used to own a similar boat before I purchased Margaret Ellen, and met Alex Whitworth a few times as a result. Ed.)

'My Boat'

Many of the boats owned by CYCT members have interesting histories attached to them. Others may be younger, but also have stories to tell.

'Albatross' will shortly begin a series of articles entitled 'My Boat' where members can tell others about their pride and joy. If you would like your boat to appear in this series, please send an article (with photos if possible) to editor@cyct.org.au. It will save the editor calling you and twisting your arm!



You can come out now... it's Spring!

**This page left intentionally blank awaiting YOUR
contribution.**

Member's Classified

For Sale – HF Radio

ICOM IC-M700TY150 Watt 64 channel HF marine radio.

In very good condition, channels can be programmed from the front panel. Can be used on amateur bands as well as marine, if you have an amateur radio licence. Includes noise-cancelling microphone, power cable and accessory cable to connect to PC for weather fax reception.

Price: \$600.00

Contact Andrew Boon: aboone@bigpond.com or 0400 651 532.

Groan Corner

A Boat, a Lady and a Dead Bird

A lady on a cruise bought a parrot on an island stopover and took it back to the ship.

After two days at sea the lady found her new friend lying on its back - feet pointed straight up. She called the ship's doctor,

"Please help my friend," wailed the lady.

"I'm sorry - the bird is quite dead" said the doc.

"No, no. It can't be", cried the lady.

The doctor called in his dog, a Labrador, which sniffed the bird, shook his head and walked out. Next, the doctor called in his cat which carefully walked a circle around the bird and walked out.

"No doubt about it ", said the doctor, "That is a dead bird."

The doctor reached for his pen and pad. He wrote out a bill and handed it to the lady.

"Eight hundred dollars!?" cried the lady.

"That's correct! I'm charging you for three procedures. There is my opinion, a lab report and a cat scan."

See Honey?....See?!

A bum, who had obviously seen more than his share of hard times, approached a well dressed gentleman on the street.

"Hey, buddy, can you spare two dollars?"

The well-dressed gentleman responds, "You are not going to spend it on liquor are you?"

"No, sir, I don't drink," retorts the bum.

"You are not going to throw it away in some card game, are you?" asks the gentleman.

"No way, I don't gamble," answers the bum. "

You wouldn't waste the money for fishing gear, flies, boots or rods, would you?" asks the man.

"Never," says the bum, "I don't fish."

The man asks the bum if he would like to come home with him for a home cooked meal. The bum accepts eagerly.

While they are heading for the man's house, the bum's curiosity gets the better of him.

"Isn't your wife going to be angry when she sees a guy like me at your table?"

"Probably," says the man, "but it will be worth it. I want her to see what happens to a guy who doesn't drink, fish or gamble"

Very Fishy

A Ranger stopped a man hurrying away from a lake with two buckets of fish. He asked the man, "Do you have a license to catch those fish?"

The man replied, "No sir - Don't need one. These are my pet fish."

"Pet fish?!" the Ranger asked.

"Yes, sir. Every night I take these fish down to the lake and let them swim around for a while. Then I whistle and they jump back into their buckets, and I take them home."

"That's crazy! Fish can't do that!" said the Ranger.

The man looked at the Ranger for a moment, and then said, "It's not crazy, I'll show you."

"OK" said the Ranger, "do it!"

The man quickly poured the fish into the lake and stood and waited. After several minutes, the Ranger turned to the man and said "Well?"

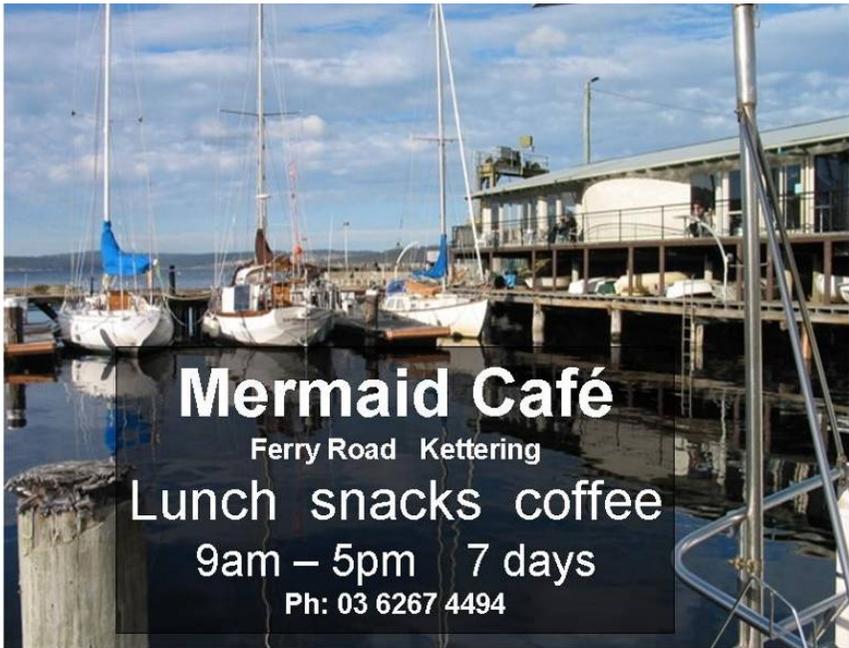
"Well, what?" the man responded.

"Well, when are you going to call them back?" the Ranger asked.

"Call who back?" the man asked.

"The FISH!" yelled the Ranger.

"What fish?" the man asked.



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October General Meeting - Minutes

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania - October 2008

Tuesday, 7th October at Derwent Sailing Squadron, Sandy Bay - 8 pm .

WELCOME:

Commodore Leo Foley opened the meeting, welcoming members and visitors.

MEMBERS PRESENT:

34 members and Guest Speaker John Sargent

APOLOGIES:

John & Pam Skromanis, David & Joy Bryan, Roger & Patricia Locke

MINUTES OF THE PREVIOUS GENERAL MEETING 2 SEPTEMBER 2008.

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the general meeting held on 2 September 2008 as published in the October "Albatross" as a true and correct record of proceedings.

BUSINESS ARISING:

Sail numbers – Commodore Leo Foley will contact MAST re the ruling on the display of numbers and names on boat hulls.

CORRESPONDENCE:

Inward:

Ebb Tidings
Aurora account
UniPrint account
Mainsheet
Commonwealth Bank

Outward:

Letter to Davison Family
Condolence card to Newham Family

TREASURER'S REPORT:

Audited financial report for the year 2007-08 will be ready to pick up from the Auditor next week.

COMMODORE'S REPORT :

Commodore Leo Foley extended the club's sympathy to Stephen Newham on the death of his father Ken Newham who had been a Life Member and a member of CYCT since 1977. He commended Ken's contribution to the club activities over this long period of time.

Commodore will be cruising on *Alamak* from the 24 November to 7 December.

VICE-COMMODORE'S REPORT :

EPIRBS have arrived. Please register on-line. Posted details take some months to be collated.

Old EPIRBS should be handed in to Battery World or to MAST.

Old EPIRBS, providing the battery is charged, can be used as a "homing" device as planes can pick up the frequency but new EPIRBS need to be used as an alert.

Adventure Bay Cruise – Three boats made the trip with the highlight being the sighting of whales.

Monday 13 October a talk at the Mariner's Cottage about "Anchorages in the Channel" at 7.30 pm. All members welcome with a copy of "Cruising Southern Tasmanian Waters" a notebook and pencil.

Pre -Cruise briefing for the trip to Nubeena on the Show Weekend will be held Tuesday night, 21 October at the Mariner's Cottage at 7.30 pm. Please bring Cruising Southern Tasmanian Waters or the D'Entrecasteaux Waterways.

Updated Cruising Calendar is available on the C.Y.C.T. Web-site.

REAR COMMODORE'S REPORT :

Christmas Party will be at Dru Point on Saturday 13 December. Details will appear in the "Albatross"

Any suggestions for guest speakers and topics for monthly meetings will be welcome.

GENERAL BUSINESS:

Channel Anchorages - Monday 13 October at 7.30 pm in the Mariner's Cottage. Please bring Cruising Southern Tasmanian Waters or the D'Entrecasteaux Waterways, pencil and paper.

Bridgewater Bridge has been in the news again and there has been a statement made that the lift-span will be in operation late in 2010.

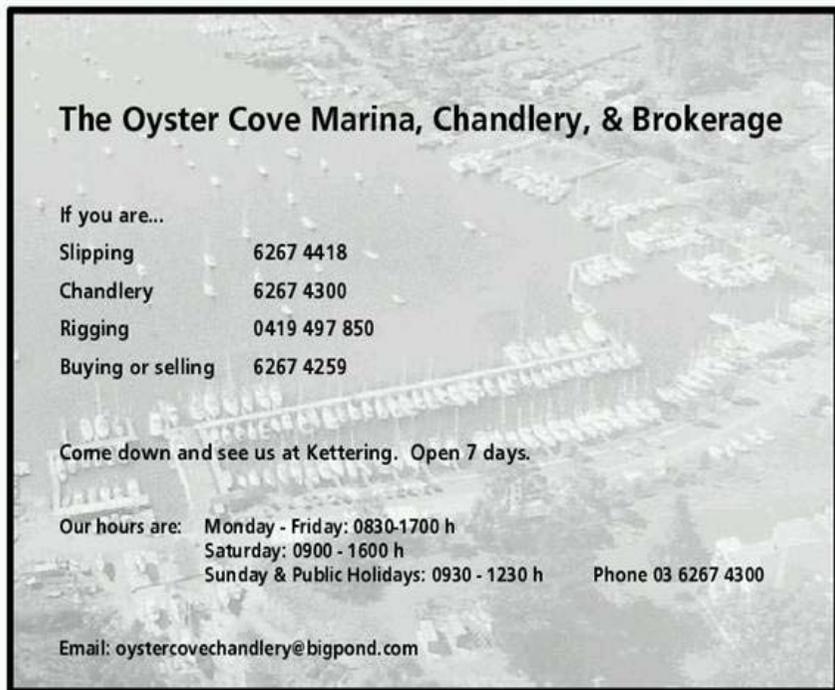
GUEST SPEAKER:

Rear Commodore Merv Page introduced John Sargent an author and historian who spoke to the members on the means of transport used to cross the River Derwent since the first settlement of Hobart. John gave an interesting and amusing account of travel from the steam vessels through to the ferries of today.

Meeting closed at 9.13 pm.

Next General Meeting: 4 November 2008 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones
Secretary



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