

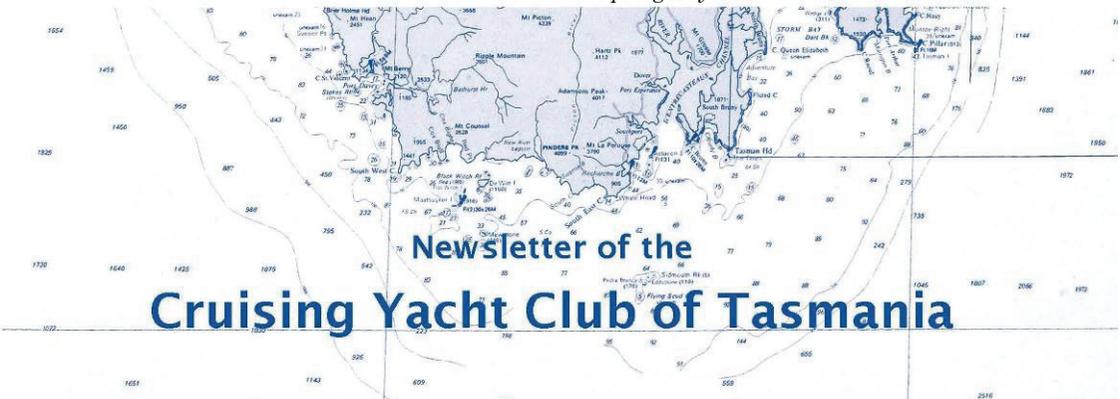
# Albatross

Volume 36 No 07 August 2010



*Winter calm – Spring Bay*

*Photo: Chris Palmer*



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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Send all material for publication in 'Albatross' to the Editor -  
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# Contents

CYCT Calendar..... 2

Editorial..... 3

Commodore’s Comments..... 4

Committee Roles and Responsibilities ..... 6

It was just going to be another Flinders Islet Race..... 9

Cruising to the Mooring ..... 20

Iron Pot Lighthouse ..... 22

Going About ..... 24

The First Lifejacket? ..... 28

Joke Corner..... 29

2010 Annual General Meeting – Agenda ..... 34

Minutes of the 2009 34th Annual General Meeting ..... 35

Minutes of the July General Meeting..... 37

Nominations for Office Bearers 2010 – 2011 ..... 39



## Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat’s skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not ‘control’ or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

**Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.**

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



# CYCT Calendar

## August – Tue 3<sup>rd</sup>

### **General Meeting – D S S – 8.00pm**

Jeremy Parker will talk about Celestial Navigation, starting with a brief history of Celestial Navigation, and an explanation of the underlying principles. Jeremy has spent almost 35 years as a captain in large private and charter yachts, mostly between the Mediterranean and Caribbean. He began his career in the days before SatNav and GPS when Celestial Navigation was the only way of getting there and back again. Having spent three weeks wages on a sextant, he was determined to get maximum value for his money, and so began a lifelong interest in navigation and its history.

## August – Weds 11<sup>th</sup>

Committee Meeting at Mariners Cottage – 7.30pm

## August – Sat 14<sup>th</sup>

### **Anniversary Dinner**

**Hobart Function and Conference Centre, Elizabeth Street Pier, 7.00pm to 11.30pm**

TasPorts has agreed to waive mooring fees for Club members mooring in Constitution Dock on the night of the Dinner, so hopefully members will take advantage of this and continue the tradition of gluwein on board prior to the meal.

See page 5 for details.

## September – Tue 7<sup>th</sup>

### **Annual General Meeting – D S S – 8.00pm**

AGM to elect new Committee Members, followed by snacks and chats

## September – Weds 15<sup>th</sup>

Committee Meeting at Mariners Cottage – 7.30pm

## October – Sat 2<sup>nd</sup>

Opening Day sail-past

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An up-to-date version of the Calendar can be obtained from  
<http://www.cyct.org.au/Calendar/>

## Editorial



If you find yourself in Sydney, a visit to the Australian National Maritime Museum is highly recommended. Your Editor and the Committee Member with whom he cohabits had family business there recently, but found time to spend several interesting hours at the Museum. The 'Quest for the South Magnetic Pole' was a highlight, as was being able to spend time on board Kaye Cottee's circumnavigating boat, *Blackmore's First Lady*. Also enjoyed was an exhibition of photographs by Alan Villiers of sailing life in the middle east in the late 1930s. These photographs will be coming to Hobart as part of the Australian Wooden Boat Festival in

February next year.

A significant proportion of this month's 'Albatross' is taken up with one article – and it's not a travelogue. In October 2009, two experienced sailors were killed when their yacht ran aground on Flinders Islet off Port Kembla during a night race from Sydney. An inquiry was held into the tragedy and its findings were released in January 2010. The report itself runs to some 86 pages, and a number of Club members have suggested that a summary of the findings should appear in 'Albatross'. I am greatly indebted to Alan Gifford – *Eight Bells* – for taking the time to reduce 86 pages down to a manageable number that could be printed in one newsletter. The recommendations are by no means restricted to racing sailors only - in particular, the potential problems associated with undue reliance on GPS systems are very pertinent. We could all gain much from a close reading of Alan's excellent article.

A couple of reminders. First – the Anniversary Dinner on 14<sup>th</sup> August. The venue has to have firm numbers at least a week beforehand, so please let Margie or me know if you are coming **by Friday 6<sup>th</sup> August** at the **latest**. Phone 6267 4994 or email [cpalmer@praclog.com](mailto:cpalmer@praclog.com) / [margie@praclog.com](mailto:margie@praclog.com)

Secondly – the AGM is almost upon us. For a number of reasons the Club needs more new Committee members than usual this year. Please consider nominating for one of them. A nomination form will be found on page 40, and completed forms must reach the Secretary by Wednesday 25<sup>th</sup> August. Contact any of the current Committee members if you would like more information. A summary of each Committee role can be found on page 6.

Cheers.

**Chris Palmer**  
*editor@cycst.org.au*

## Commodore's Comments



### Service for Sea Sunday

Held at Coastguard Kettering a 'Service for Sea Sunday' was conducted on Sunday, 11<sup>th</sup> July by Reverend Robert Legg OAM. I enjoyed a moving service to remember seafarers, their families and The Mission to Seafarers worldwide. Afterwards, a sausage sizzle was put on by members of Coastguard Kettering.

### Tascoast Radio

We all benefit greatly from the services of Tascoast Radio, and the organisation is in need of new Club Volunteers to assist the morning and evening broadcasts. Please give them a call if you can assist.

### Guest Speaker

Our guest speaker for the General Meeting on 3<sup>rd</sup> August will be Jeremy Parker who will talk about Celestial Navigation. He will give a brief history of Celestial Navigation, and an explanation of the underlying principle. A quick illustrated history of the evolution of navigation and the instruments used, and then use just a few slides to explain the one, very simple, underlying principle.

Jeremy Parker has spent almost 35 years as a captain in large private and charter yachts, mostly between the Mediterranean and Caribbean. He began his career in the days before SatNav and GPS when Celestial Navigation was the only way of getting there and back again. Having spent three weeks' wages on a sextant, he determined to get maximum value for his money, and so began a lifelong interest in navigation and its history.

### Reminder - Annual Dinner

As I'm sure you know by now, the Anniversary Dinner has been booked for 14<sup>th</sup> August at Hobart Function and Conference Centre, starting at 7.00 pm, ending at 11.30 pm. Cost is \$40.00 per person after a \$5.00pp subsidy from the Club. Please advise Chris Palmer or Margaret Benjamin (6267 4994 or [cpalmer@praclog.com](mailto:cpalmer@praclog.com) or [margie@praclog.com](mailto:margie@praclog.com)) by Friday 6<sup>th</sup> August if you are coming as the venue needs firm numbers by that date. It will be a great opportunity to catch up with everyone and have a good time.

**Peter Makepeace**

Celebrate our 35th Anniversary in style! Moor in Con Dock at **no charge** and enjoy pre-dinner glühwein on a Club boat from 5pm!

# CYCT Anniversary Dinner Sat August 14th

Boats planning to use Con Dock should be ready for the 15.00 bridge opening.

A TasPorts Licence Agreement must be completed by all boats.

Note: Additional nights will be charged.



**Hobart Function & Convention Centre,  
Elizabeth Street Pier,  
Hobart**

**7.00pm to 11.30pm**

**Cost: \$40.00 plus drinks**

## Important Note!

The venue requires firm numbers one week beforehand.

If you are coming to the dinner, **let us know!**

Contact Chris Palmer or Margaret Benjamin on  
6267 4994 or [cpalmer@praclog.com](mailto:cpalmer@praclog.com)

by **FRIDAY 6th AUGUST** at the latest.

## Committee Roles and Responsibilities

*This information is an abbreviated version of that found on the Club website. It is provided for the benefit of more recent members and those who may be considering nominating for a Committee position. Go to [www.cyct.org.au/Members/Committee](http://www.cyct.org.au/Members/Committee) for full details of all Committee positions*

*A Nomination Form for Committee positions appears again in this month's 'Albatross'. For an additional copy, contact the Editor at [editor@cyct.org.au](mailto:editor@cyct.org.au).*

***Nominations must be received by the Secretary by 25<sup>th</sup> August***

### Commodore

The Commodore is the public face of the CYCT and should promote and bring credit to CYCT. The Commodore should encourage camaraderie between members and provide opportunities for exchange of information and promote member interaction.

The commodore's duties include:

- Presiding over Committee meetings and General and Special meetings of members of the CYCT;
- Being familiar with the Club Constitution, and ensure that decisions taken are in accordance with it;
- Ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization;
- Being freely available for consultation by members;
- Ensuring that the duties of Public Officer and other legal requirements are completed.

### Vice Commodore

The main role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. The Vice Commodore should also organise activities that promote safety on the water and encourage members to extend their cruising horizons.

The other role of the Vice Commodore is to assist the Commodore in the discharge of his/her duties and to officiate in his/her absence.

### Rear Commodore

The Rear Commodore's principal role is to arrange and introduce guest speakers or training activities that take place at each general meeting. In addition, the Rear Commodore:

- Provides a report to the editor for publication in the Albatross.
- Arranges other training activities as may be required by the committee.
- Arranges club social activities including:
  - February barbeque held at the Mariners Cottage in lieu of a February general meeting.
  - Navigation Cruise Dinner and Club Anniversary Dinner
  - Christmas Function.

## Secretary

It could be said that the Secretary oils the wheels of the Club to ensure its smooth running. His or her main responsibilities include:

- Preparing the agenda for General Meetings and Committee Meetings
- Writing and circulating Minutes of General and Committee Meetings
- Dealing with correspondence to and from the Club
- Preparing the agenda for the AGM, including nominations for Committee positions
- Generally taking care of all administrative issues that are not the direct responsibility of any other Committee member

## Treasurer

As the title suggests, the Treasurer is responsible for the maintenance of the financial health of the Club. Specific responsibilities include:

- Receiving income from subscriptions, advertising in 'Albatross', interest and payments for social functions
- Banking and reconciling bank accounts
- Reimbursing approved expenses and paying supplier invoices
- Preparing monthly financial reports and annual report (P&L and balance sheet)
- Obtaining quotes for insurance
- Arranging for the annual audit

## Editor – 'Albatross'

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer (currently UniPrint) on all matters relating to the printing of the publication.

The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

## Membership Officer

The two major tasks of the Membership Officer are to maintain the record of members' details and to compile a new CYCT Membership book to be printed and mailed with the December 'Albatross each year'. This means:

- Maintaining the data base on the web site
- Keeping paper records of application forms up to date and passing application information on to the Editor for printing in 'Albatross'

The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions

## Warden

The Warden is responsible for the maintenance of the Club's physical assets, including Mariners Cottage (leased from National Trust/HCC). The Warden is also responsible for the maintenance of Club Honour Boards and photo albums.

## Webmaster

The Webmaster is responsible for the maintenance and operation of the Club website. This includes:

- Maintaining a secure database of member details
- Managing Club email aliases
- Managing the content of the website

Note – The Club is currently seeking a Webmaster assistant to help with the creation and management of content for the website.

## General Committee Members (x2)

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee.



*Photo – Steve and Dorothy Darden - Adagio*

# It was just going to be another Flinders Islet Race...

From Alan Gifford – *Eight Bells*

*A number of Club members have drawn the Editor's attention to the report on the Flinders Islet tragedy last year, suggesting that the findings of the inquiry should be featured in an edition of 'Albatross'. One was kind enough to condense the whole episode into an article that could be accommodated in this newsletter. Here it is. While the events described occurred during a race, the findings of the inquiry have great relevance to all sailors, including those of us who prefer to cruise. Ed.*

The following article briefly chronicles the events leading up to and following the grounding of the maxi yacht *Pricewaterhouse Coopers* during the 2009 CYCA<sup>1</sup> Flinders Islet Yacht Race. Of particular interest are the findings and recommendations of the Inquiry set up to deliberate on the management, the participation and the outcomes of the Race. The article is a précis of the full story and not all details and recommendations are dealt with in their entirety and indeed, some not at all. However the more general lessons to be learnt are salutary and it would be a very confident, perhaps even a foolhardy sailor, who fails to seriously consider the recommendations of the Inquiry.

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It was just going to be another Flinders Islet Yacht Race. As usual the 2009 Race was programmed for early October, Friday 9<sup>th</sup>, and as was customary, the start was set down for 2000 hours.

Twenty five boats and over 300 sailors crossed the start line at Point Piper inside Sydney Harbour and sailed out into the Tasman Sea. Once clear of the nasty boggle off Sydney Heads the fleet hardened sheets and headed south. And, as usual, it was going to be a test of boats and crews as Friday night races are always tough calls - the long week at work and the night start followed by a 12 to 15 hour night race. For most there's a rush to get to the boat in time to

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<sup>1</sup> CYCA – Cruising Yacht Club of Australia located near Rushcutters Bay, Sydney NSW. Perhaps best known internationally and within Australia for its part in the running of the Sydney to Hobart Yacht Race.

set up, check a hundred details, down a feed, rig the boat and get out into the marshalling area. It's an exhausting business but it's always been this way.

In 2009 there was the added anxiety of less than comfortable sea conditions. During the week preceding the Race the weather had been atrocious. Day after day strong to gale force southerly winds pushed up huge and dangerous seas (4–6m) which lashed the entire NSW coast. At the time of the start no relief seemed likely and as the fleet made its way out through Sydney Heads many of the crew must have faced the winds and seas with heavy hearts and uneasy stomachs.

The boats bashed their way south towards the turning mark, the small unlit Flinders Islet, some two nautical miles to seaward of Port Kembla, south of Wollongong. On approaching the Islet this low, tiny speck of land can be seen by keen eyes as a dark bump against the backdrop of the blaze of lights of Sydney's southern suburbs and the flares and floodlighting from Port Kembla. Although a weather forecast issued some two hours after the start promised abating conditions crews were experiencing wild, wet seas and not a few succumbed to the agonies of seasickness.

Two unrelated incidents began to unfold. At 2230 competitor *Patrice Six*, a 12.35m sloop crewed by a highly experienced crew and skipper, lost a crew member overboard during a tacking manoeuvre. None of the crew was wearing PFDs<sup>2</sup> or harnesses. However despite the heavy conditions and the inadequacy of handheld torches the crew executed textbook search patterns and within 12 minutes the lady concerned was found and hauled back on board. Earlier in the year she had completed a Safety and Sea Survival Course which had undoubtedly contributed to her survival. She remained calm, continually calling to the searching boat to assist her rescue. To add to her buoyancy she removed a sea boot and inverted it to trap air. Despite *Patrice Six's* urgent PAN PAN, only one other competitor responded and joined the search. The CYCA's duty start/radio vessel anchored inside Sydney Harbour heard nothing.

The second incident involved the highly competitive yacht *Pricewaterhouse Coopers* (PwC). Throughout Friday the available crew prepared the yacht for the Race and as always, sail selection, provisioning, fuelling, rigging and safety gear audit had been thorough and methodical. Once all the crew had gathered at the CYCA early evening they enjoyed a meal together without alcohol and the owner-skipper Andrew Short gave his usual briefing and reiterated the rule

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<sup>2</sup> PFD – Personal Flotation Device. Usually inflatable, the devices are worn as jackets or vests. Mandatory item of personal safety equipment under YA regulations.

that PFDs, harnesses and PLB<sup>3</sup>s were to be worn at all times when on deck (Andrew was the only exemption from this rule as he felt it restricted his ability to steer the huge yacht). Andrew announced that he would be the navigator, principal helmsman and skipper for the entire race (it had always been so), the gathering discussed the latest weather forecast, tactics were developed and the crew were advised that three additional members would lift the yacht's complement to eighteen. As always, the crew of highly experienced sailors was expected to give PwC her head, for after all, they knew their boat well and they knew ocean races were often won and lost during the demanding night conditions that awaited them.

PwC was a battle hardened yacht with battle hardened crew – many of the crew had sailed with Andrew for over 25 years and most recently, PwC had won the 2008 Newport Bermuda Race in the US and was fourth across the line in the 2008 Rolex Sydney to Hobart Race. Launched in 2000 under the name *Shockwave*, the boat was a tough, fast, high tech carbon fibre maxi of over 24m LOA<sup>4</sup>.

Race conditions outside the Heads were cold and uncomfortable. The Southerlies gusted to 35 knots with directional shifts of up to 40°. Visibility was poor as squally showers swept the fleet. Cold spray lashed the boats and stung crews sitting along windward rails. Temperatures bottomed out at 10-11°C, even less accounting for wind chill. Most yachts were under reefed mains and small headsails. It was going to be a long night.

Soon after settling into the windward slog PwC's headsail halyard parted and the bowman went for'ard to swap halyards. In the dark, wet and lively conditions he dislocated his shoulder and was replaced by the tactician who relinquished his post alongside Andrew. Tacticians are an invaluable resource on such yachts providing a check on the course sailed and giving advice on tactics and manoeuvres. Andrew was comfortable with PwC's situation and decided to continue without a replacement tactician.

Well into the Race Andrew noticed a discrepancy between the two chartplotters and as PwC closed the coast from out to sea some seven or eight miles from the Islet, he commented that they seemed closer to the coast than the plotters indicated. Both plotters were rebooted and Andrew was satisfied all was in

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<sup>3</sup> *PLB – Personal Locator Beacons. Essentially, personal EPIRBs that must be registered with AMSA. Some incorporate GPS technology others, rely on a simpler satellite detection system but are much less precise regarding the position of the MOB.*

<sup>4</sup> *Length overall. The length of a vessel along the main deck.*

order. The significance of those disparate readings was not recognized despite plotter errors experienced during previous races, and perhaps because everyone was keen to round the mark, crack sheets and turn for home. No-one questioned what the plotters were telling them. The tragedy began to unfold.

Chartplotters process satellite information in one of two ways. The two plotters on board PwC displayed 'autonomous' GPS positioning ie: they independently tracked the available satellites. This is the system most commonly found on yachts and smaller vessels. However, at times, this system is subject to significant errors, errors which are corrected in the alternative system known as 'differential' GPS positioning. With 'differential' GPS positioning a known land based receiver also tracks the satellites and its data is incorporated into the computations made for the on-board plotters. This second source of data largely removes 'autonomous' positioning errors.

As PwC pounded on towards the Islet conditions were beginning to abate. Visibility improved and the wind eased a little but the seas remained high and violent. The reef was shaken from the main and preparations were begun for rounding the Islet and the run back to Sydney. The faint outline of the Islet could be seen ahead and a course was plotted to the west of Flinders Islet, to pass the mark on the port side. As the wind continued to swing up to 40° so it was decided to maintain a high windward course towards the northern end of the Islet before easing sheets to pass down the **western** shore. Evidently Andrew was satisfied with PwC's position. He could see the outline of the northern tip of the Islet against the backdrop of the well lit industrial complex that was Pt Kembla and the plotters positioned the boat comfortably from the Islet. Although the tactician was on the bow setting up for the kite run back to Sydney he was not asked to maintain a look-out.

At 0220, under slightly eased sheets, PwC powered along at 12 or 13 knots with only 3 NM to reach the northern tip of the Islet. Andrew had been at the wheel for almost seven hours and by all reports was coping well. A few minutes later and without warning, the bowman yelled "Bear away! Bear away!". In the dark he had heard and caught a glimpse of breaking water smashing against rocks on the north eastern tip of the Islet. Andrew responded. Again came the call "Bear away! Bear away!" Andrew responded again yelling for eased sheets. Best reports by the crew were that the boat was just 200m from the rocky shoreline. Despite course changes of almost 180° which put the boat onto a NNWly heading, PwC had sailed past the northern tip of the Islet down its **eastern** side and it was now heading directly at the rocky shore.

At 0235 PwC crashed at speed into the Islet, grounding hard and throwing crew members across the deck. She was about a boat length from visible rocks. The boat slewed wildly, smashing her transom against the rocks to present the starboard side to massive, breaking seas. Within just four, perhaps five minutes, the boat was totally lost and two members of the crew were to lose

their lives. The destruction was so complete a following competitor, unaware of the tragedy unfolding in front of him, thought a vessel had exploded; the debris was of such small pieces and was so widespread.

During those horrific 4-5 minutes the hull slewed around, rolling wildly from side to side. The 8.5t lead bulb broke off the keel, the rudder snapped off, the transom broke apart with each heavy surge backwards onto the rocks and the mast and rigging crashed over the side. Attempts to start the motor failed due, it is thought, to a rope entangled around the propeller. Gear was strewn everywhere above and below decks making secure movement on deck almost impossible. With each surge of the waves the lifeless hull was washed away from the rocks only to be pounded back again even harder than before. Power was lost and the radio was inoperative. There was no lighting above or below decks. The liferafts were stowed for'ard below decks and could not be retrieved, held under tumbled sail bags and the chaos of other gear. The Bowman nursing his dislocated shoulder was trapped in his bunk and had to be dug out by two others. There was no time to gather handheld radios or more than a couple of flares, no mobile phones were gathered up and only weak and totally inadequate torches were grabbed. Conditions were dark, gusty and cold and the seas threw solid water deep over the heaving hulk.

It was during one of the more violent surges from a wave of 3m which racked the deck, and whipped the hull from one side to the other and had crew members fighting desperately to breathe and hang on, that crew member Sally Gordon was swept over the side. Andrew and another of the crew yelled for assistance but despite her harness and valiant efforts to haul her back on board Sally disappeared in the next crashing mountain of water which raced in to submerge the boat. Somehow Sally slipped out of her harness and was swept away. Later, her body was found by the yacht *Ragamuffin*.

The same wave carried Andrew away, still clinging to the port binnacle. The crew heard calls for help but had no idea of Andrew's whereabouts in the raging maelstrom and the dark and could offer no help. Andrew had gone over the side without a PFD. His body was recovered by the yacht *Quest* some 45 mins later.

To add to the chaos Nick Short, Andrew's son, was also swept overboard. Miraculously, Nick is thought to have been sucked under the hull and washed clear of the wreckage. He inflated his PFD and was rescued alive and uninjured by *Quest* and a police vessel some 30 minutes after the grounding. A little later, *Quest* recovered the lifeless body of Nick's father.

The wave that claimed two lives and very nearly three, threw the remaining wreckage higher onto a rock platform from where the surviving crew members were able to scramble ashore and to safety. One of the flares taken ashore in a small grab bag launched the rescue operation.

All this in 4-5 minutes. What had gone so terribly wrong?

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The Inquiry established to consider the disaster was thorough and wide-ranging. Of necessity, many issues were directly relevant to the CYCA, the Search and Rescue (SAR)<sup>5</sup> operation and specific competitors. There are however, issues and recommendations that are of importance to all those who go to sea – those who compete in yacht races, those who go cruising and those who live off the sea.

The findings and recommendations arising from the Inquiry's deliberations can be grouped into three broad categories:

- Organizational and management issues including SAR
- Technological issues
- Human error

### **Organizational and management issues**

While there were matters that required the attention of the CYCA and SAR authorities, their procedures and responses were functional and adequate. The most significant management issues requiring review concerned communication.

- The Club had not thought to notify Police, port and rescue authorities (AMSA<sup>6</sup> and the local Coast Guard) of the Race and it was fortunate that marine Police and port authority activities in the area that night meant rescue vessels were on hand quickly. But Police and AMSA responses were delayed while communication links were established. Appropriate officials and their phone numbers were not known. The last minute crew changes to PwC had not filtered through to the Race Officer. This was a matter of concern for the Police over POB<sup>7</sup>

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<sup>5</sup> SAR – Search and Rescue. Used most commonly in relation to Police and community rescue organizations though AMSA mounts its own searches in international waters.

<sup>6</sup> AMSA – Australian Marine and Safety Authority, the federal body located in Canberra which co-ordinates marine searches and receives emergency calls from EPIRBs and PLBs.

<sup>7</sup> POB – Persons on board. Police thought PwC had 15 POB whereas the number was 18, giving rise to time wasting delays.

numbers. Next-of-kin contacts were also delayed as a result of communication breakdowns.

It was a strong recommendation for Category II races (ie: those off shore and overnight) that **all relevant authorities are notified**, so that in the event of an emergency the number of competitors, the correct number of POBs and contact persons and active mobile phone numbers are known. It was also considered useful for all competitors to have this information.

- The failure of skippers and the Club to ensure all crew PLBs were correctly registered with AMSA (just as EPIRBs<sup>8</sup> are registered) meant that of the two activations recorded by AMSA by the crew who made it to the Islet, only one could be attributed to someone on the Islet while the second alarm was not registered at all and seemed to have no connection to the first alarm. The clear lesson here was all **EPIRBs and PLBs must be correctly registered with AMSA and clubs must maintain accurate records of who is using what**. Up dated registrations must be acknowledged by AMSA and recorded. Borrowing and lending of such emergency equipment is dangerous and could prove to be fatal if time is needed to sort out who is in trouble where.
- VHF radio communication proved to be inadequate. The CYCA's radio contact vessel anchored inside Sydney Harbour failed to hear the MOB call and the reports of flare sightings and there was no general response from other competitors to Patrice Six's PAN PAN call. The call was picked up by a nearby Coast Guard base station and was redirected to Ch 22. This decision prevented other competing boats in the area, required to monitor Ch 16, from knowing of the emergency and offering assistance. Often in the heat of competition transmissions are not heard with clarity if at all, and repeated calls and emergency traffic are necessary for awareness. The Inquiry recommended that **clubs should ensure radio transmissions and reception operate across the entire race/event area and that skippers should ensure that Ch 16 is monitored effectively** with a radio that can be heard out on deck. The CYCA agreed to investigate the

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<sup>8</sup> *EPIRB – Emergency Position Indicating Radio Beacon. Transmits through satellites on the 406 MHz band. The beacons alert AMSA of vessels in distress.*

establishment of VHF repeater stations along the NSW coast, a system adopted by Tasmanian networks.

- It was recommended that clubs and event organizers **establish an Emergency Management Team to take full shore-based responsibility for managing emergencies** including having the ability to immediately open effective lines of communication, to work with on-the-spot Scene of Action Commanders, to liaise with all authorities both local and federal, to represent the organization to the media and the general public, to make initial contacts with next-of-kin and to have available resources required to fulfill their role. The Team would be on 24 hour stand-by during the running of an event.
- **Skippers were reminded that they have a duty of care towards crew members** which includes the wearing of PFDs and PLBs. Both must be properly registered with AMSA and recorded on club registers. The requirement that Yachting Australia membership is current, with the personal insurance it carries, is of particular importance.
- Clubs and event organizers were asked to **review the wisdom of staging night events** given the levels of fatigue crews bring to the start.
- There was **strong support for Safety & Sea Survival Courses** (refer to AMC<sup>9</sup>)

### Technology issues

- **The over-reliance on GPS navigation systems** was an issue that occupied much of the time of the Inquiry. Understanding the occasional systemic errors inherent with 'autonomous' GPS position finding, the limitations of the presented data and the failure of navigators to always verify GPS derived positions with other derived data was, for the Inquiry, of particular importance. Chart plots, radar, soundings, and critically, visual look-outs, must be used together with GPS data.

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<sup>9</sup> AMC – Australian Maritime College located in Launceston, Tasmania. The College conducts excellent Safety and Sea Survival Courses. See also Derwent Sailing Squadron in Sandy Bay, Hobart.

GPS chartplotter systems can be degraded by up to several hundred metres due to:

1. The spread and visibility of satellites
2. System time errors
3. Antennae movement especially on vessels heeled in heavy seas
4. Relative accuracy of chart detail
5. Use of different datums – charts and system datums
6. Low elevation satellites (< 30°)
7. Utilization of satellites with close reciprocal bearings (< 25°)

On the night of the Race a very high Dilution of Precision (DOP) event occurred. This meant for the period of time between 0215 and 0415 hours only 3 or 4 of the 6 or 7 satellites above the Flinders Islet area were useable. Further, the area around Flinders Islet has not been surveyed to a high degree of accuracy. Zoned B (ZOC B<sup>10</sup>), all paper charts and electronic charts of the area could have inaccuracies of up to 50m on the horizontal plane. These errors added to DOP errors compound resulting in very poor fixes. There was no interpretation of the information they were given. PwC could have been 100–200m out of position.

Under the circumstances reliance on chartplotters was more perilous than navigation by less sophisticated means.

- **Waterproof handheld VHF radios, mobile phones and sufficiently powerful torches or spotlights were considered invaluable** in incidents such as those which occurred in The Flinders Islet Yacht Race and the SAR that followed. Boat crews were highly critical of hardware type of ‘waterproof’ torches – they could not be seen against a background of foam and surf, they failed to operate and in some cases, they sank. They were simply not powerful enough to pick out MOBs in the water.

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<sup>10</sup> ZOC B – Zone of Confidence B. The areas covered by nautical charts are zoned as A, B or C zones depending on levels of accuracy in horizontal planes or distances. A is the most accurate zone, +/- 10m, B is +/- 50m and C is +/- 500m. Most of the area around mid-southern coast of NSW is zoned C although around Flinders Islet the area was zoned B. Charts also have depth or vertical anomalies and inaccuracies and are zoned accordingly.

- In the case of *Patrice Six* none of the crew wore PFD's or harnesses. That **MOB incident might well have been averted had the wearing of safety gear been mandatory**. Surprisingly, they were well experienced sailors.
- **SAR helicopter crews recommended that crews carry personal strobe lighting (or SOLAS compliant lighting)** for recognition in the water and on deck as conventional PFD lights and torches could not be seen from the altitude of searching aircraft.
- Harness tethers were the subject of much debate. A strong case was made for the addition of **quick-release mechanisms or line cutters on harness tethers** to enable sailors being held under water to escape. An issue raised after the 1998 Sydney to Hobart Race.
- The life-rafts on board PwC were stowed below decks. Had they been needed they could not have been launched due to the chaos below, the rapidly rising water, the dark and their weight. **YA<sup>11</sup> regulations require life-rafts to be launched within 15 seconds and stowed on deck**. In the case of PwC the life-rafts were the valise or soft pack type and by regulation should have been stowed alongside the companionway.
- It was recommended that a water protected, **battery powered, LED lighting system be installed below** for use when main power fails.
- It was recommended that a **grab bag** containing two flares, a VHF handheld radio, a mobile phone, a strobe and torch be available when abandoning ship. It could be part of a more comprehensive grab bag. The torch has many obvious applications not least of all to ensure flares are launched correctly and safely.

## Human error

The most difficult and indeed the most sensitive issue for the Inquiry to consider was the extent to which the tragedy was the result of human error. Andrew Short was revered among yachties but clearly, had some of the decisions taken on board PwC that night been otherwise, the grounding may have been averted.

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<sup>11</sup> YA – Yachting Australia. *The federal body with state divisions that regulates the sport and issues qualifications of competency.*

- It was acknowledged that aspects of race management and SAR procedures needed improvement. However the overall picture of **the CYCA's race management and the work of SAR agencies** was one of efficiency and thoroughness, notwithstanding the areas requiring review and attention. What is clear however is that none of these matters directly contributed to the grounding.
- There were instances of **gear failure and gear inadequacy**. None of these could be directly responsible for the grounding.
- **Several issues of human error remained as the most likely contributors to the loss of life that night and the loss of PwC.**
  1. Failure to understand the limitations and possible errors inherent within GPS chartplotters and the perilous **over-reliance on electronic positioning was undoubtedly a cause**. The lesson is simple- know your gear.
  2. Although no anecdotal evidence was presented to the Inquiry that **poor judgment or poor helming performance as a consequence of fatigue** contributed to the grounding, the Inquiry was strongly of the view that the sharing of tasks and the input of other crew is essential for an efficient and safely run vessel. Rested crews giving fresh inputs and fresh performances save lives and, win races.
  3. The Inquiry stressed the absolute obligation on all crew members to **maintain an effective look-out**. Eyes can still out perform everything else under many circumstances especially in situations of pilotage.
  4. With comfortable and effective **PFDs and attached PLBs** now available the Inquiry found that there was no case to support those who refuse to wear them. The rule of thumb should be that these items of life saving equipment should be worn in heavy conditions and at night by deck crew.

This scenario was played out during a well organized yacht race, a race that has a long and safe history. The sailors were for the most part tough, highly experienced and in the case of PwC, equal to the best the world puts to sea.

Nevertheless, the lessons to be taken from this tragedy apply to us all – even those of us who are not racing sailors and those of us who have been going down to the sea in boats for a long time.

Nothing replaces knowledge, vigilance and good seamanship.

# Cruising to the Mooring

From Ian Fletcher - Asterix

Do you ever wonder about moorings? Do you get frustrated by orange buoys in cruising anchorages? Anecdotes have it that the CYCT has opposed moorings in anchorages but there seems to be little written publicly about that. Anyway, moorings in cruising areas are here to stay.

The information on the MAST website is worth reading. A good place to start is the Mooring Fact Sheet. This sheet isn't entirely consistent with the mooring by-laws, which have the power of law, but it makes an effort to balance the conflicting demands.

## **Anchoring near moorings.**

The fact sheet says of moorings in cruising areas,

*Vessel owners who wish to berth a boat at a mooring would not displace boats anchored in the cruising anchorages if they arrive one hour before sunset.*

That seems to be written in English but what it means is anyone's guess. I think it is trying to say that a vessel arriving at its mooring after one hour before sunset cannot use the mooring if it could swing into a vessel anchored nearby. It may mean something else entirely. In any case, by-law 20(1)(c) says

*A person without authority must not anchor or moor a vessel or place anything so as to prevent any vessel from using or riding conveniently at the appointed place.*

You could claim that the fact sheet gives you suitable authority, but I'm not going to risk it.

It seems that the effect of moorings in cruising areas is to reduce the safe anchoring room for all other users.

## **Obtaining a mooring.**

This seems to be easy. Simply spend money. Moorings in desirable areas like Sandy Bay and Kettering are becoming scarce so you have to buy an existing one. There are plenty of areas where you can put a new one, but they all have drawbacks. The MAST website gives the process.

Moorings in Cruising Areas are another matter. Cruising anchorages are located in the D'Entrecasteaux Channel, parts of the Tasman Peninsula, East, North and West Coasts.

The fact sheet says:

*All new applications from persons who are not adjacent landowners for positions in cruising anchorages will be refused by MAST.*

*Applications for any area outside recognised mooring areas, or an area in which there are no or only a few existing moorings will be forwarded to Tasmanian Yachting and Cruising Clubs and Associations for comment.*

*Applications by landowners for a mooring adjacent to their property may be allowed, with the proviso that its position does not generally interfere with traditional anchoring locations and future renewal will be dependent on the mooring owners continued ownership of the adjacent property.*

*Existing moorings are transferable only to adjacent property owners.*

This means that even clubs will find it difficult to establish cruising moorings, although I saw a new one earlier this year which I was told belonged to a boating club. I don't recall the CYCT ever being consulted about such moorings.

#### **Use of another person's mooring.**

The by-laws are straightforward.

*A person must not use a mooring without the authority of the holder of the permit relating to that mooring.*

Of course, many people seem to happily ignore this rule in cruising areas. I gather that using someone else's mooring rarely causes any problems, particularly if you are willing to vacate it if they turn up.

#### **Anchor lights on vessels on moorings.**

The by-laws specify that anchor lights are not required, but most people on a mooring in cruising areas seem to light one. This seems to me to be prudent.

#### **The Future**

I think the CYCT should develop a policy on moorings in cruising areas because this subject will resurface. I have a couple of suggestions.

- Anyone who has cruised NSW waters will have seen the public moorings in cruising anchorages. Perhaps it is time to try to get MAST to take this approach, noting their prototype at Coles Bay. The problem of knowing what size boat they are designed for can be solved by colour coding them or some other means. The cost of establishment could be sponsored by businesses or clubs, even the CYCT.

- Alternatively, the clubs could pool their resources and establish common moorings for anyone to use on a first come first served basis. That should be better than each club establishing its own. Of course, this presumes the clubs actually want to have moorings.

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## Iron Pot Lighthouse

### From Commodore Peter Makepeace - *Peacemaker*

I have been lent a rare booklet compiled by Marilyn Bryan on the History of the Iron Pot Lighthouse. As it is such a dominant feature in the Derwent River I thought this abridged history would be interesting.

It was officially named the Derwent Light in 1884, nevertheless, its old name, *Iron Pot*, is still used. It is the oldest existing lighthouse in Australia, and has guided mariners through Storm Bay into the Derwent River since 1833. The first lighthouse was the Macquarie Tower at South Head, Sydney, first lit in



Iron Pot Island C. 1906  
Photograph courtesy of Archives Office of Tasmania

1818 but it began to crumble eight years later.

A possible reason for the name *Iron Pot* is that beacons of whale oil were burnt in big iron tri-pots. A large iron cauldron was found on the island. Another theory is that whalers left their iron pots on their island. Yet another theory is that pot holes on the island resembles whalers' tri-pots.

The need for a light was highlighted when the ship *Bombay* struck the reef running between Iron Pot Island and the mainland in August 1830. A further incident occurred three months prior to the completion of a temporary wooden light on *Iron Pot*. The ship mistook the entrance to Frederick Henry Bay for the entrance to the Derwent. A settler on the eastern shore noticed the ship having trouble and lit a fire to guide her.

In 1832, the temporary wooden structure was constructed and the lantern was raised and then held by halyards. The firing up of the light on 12<sup>th</sup> November, 1832, after the men nearly drowned trying to reach the island. Waves dashed their row boat to pieces as they tried to row ashore. The temporary light was replaced by a permanent lighthouse, designed by Civil Engineer John Lee Archer, and in September 1833 it was completed. It was an unusual obloid shape and the light was fixed and elevated about 70 feet above sea level. Sperm whale oil was used to run the light with nine burners using three gallons each night. The light was hoisted by a rope and lowered for trimming and re-hoisted once very six hours. Although the existing Iron Pot Light was unsatisfactory and new lantern and revolving light was not installed until 1851.

It was reported that gold was found on the reef and a boat load of Hobart dignitaries left Hobart to visit the sight. It was a hoax.

Food preservation was of major consideration on the island, as supplies did not always arrive when expected. Vegetables were stored outside, buried in sand filled boxes and watered daily to keep the sand damp. Eggs were smeared with pure glycerine or soaked in a solution of unslaked lime, salt and water. Meat was salted.

In 1883 a Fixed Light for 360 degrees and a lantern was installed.

The keeper lived in a small building separate from the light. In July 1885 it was decided to build more suitable accommodation on the island. A two-storey house was built consisting of lower floor - one bedroom, kitchen, drawing room, store-room and an office with verandas front and back. The upper floor had four bedrooms. Double-sided fireplaces were centrally located. It was extremely rare for a keeper's home to be double storey, however space was limited on the rock, shared with assistants' quarters, storage sheds, water tanks and of course the lighthouse.

During a storm in 1895 five full tanks of water were swept away, along with the storage shed. A high wall was dislodged and four tons of bolders displaced. It was discovered the next day that kelp had been washed ashore 75ft high hanging on the railings of the lighthouse.

In 1920 the fixed white light was replaced by an unmanned flashing white light. Keepers and their assistants and families left the island after 88 years of service. The light functioned without constant watching. The quarters were no longer required and were dismantled around the end of 1921

From 1925 to 1976 the light was serviced by the Commonwealth Dept. of Transport Lighthouse Service.

In 1977 the light was converted to electricity with four batteries charged by solar power.

Thousands of vessels from around the world have passed the light including the spectacular ships participating in the first Tall Ships Race, which recreated much of the excitement of the pioneering days of the Iron Pot.

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## Going About

*A miscellany of items of interest to members*

### **Press release - New PFDs for Australian Boaters**

Personal flotation devices made to the new Australian Standard AS 4758 can now be sold and worn around the country.

National Marine Safety Committee CEO Margie O'Tarpey explained that Australia's marine safety authorities have met the timeframe of 1 July 2010 set by the NMSC to accept personal flotation devices made to AS 4758.

The NMSC has produced a point of sale brochure for retailers, dealers and the general public explaining the PFDs made to the new standard and what they mean. Copies can be attained from marine safety authorities or the NMSC.

Ms O'Tarpey explained that it is important for retailers and the general boating public to understand how to identify the markings on the new PFDs.

"The new standard identifies PFDs for different uses according to "Levels" rather than "Types" and the new Level 150 PFD has increased performance characteristics compared to most PFD Type 1's.

“The new PFDs are marked as -

- Level 150 – is a new level of PFD suitable for offshore use
- Level 100 – is similar to PFD Type 1 and the minimum requirement for offshore use
- Level 50 – is similar to PFD Type 2
- Level 50S (Special Purpose) – is similar to PFD Type 3

“Standards Australia developed AS 4758 to more closely align with international standards and to take into account advances in PFD design and manufacture.”

The NMSC confirmed that this change will have a minimum impact on boaters as retailers can still sell PFDs made to the old Australian standards, marked as PFD Type 1, 2 or 3.

“In the majority of cases, boaters won’t need to replace their existing PFDs as long as they are in a good, serviceable condition.

“However, some marine agencies have applied limits to accepting older PFDs based on when they were manufactured so if unsure, boaters should check with their local marine safety authority.”

PFDs are recognised as a key safety feature in recreational boating. An NMSC study found that people who survived a boating incident were more than two times more likely to have been wearing a PFD compared to those who died and concluded that if PFD usage increased to 50%, 2 -3 lives could be saved nationally each year.”

NMSC cautioned that even though new PFDs manufactured to AS 4758 are starting to appear on retailer’s shelves, full market availability may not be reached until the 2010/2011 boating season.

## **Dru Point Light - Mark up your charts!**

More info from the indefatigable Andrew Boon.

### **NOTICES TO MARINERS for Aus171**

749\* AUSTRALIA - TASMANIA - North West Bay - Dru Point - Light established. Marine and Safety Tasmania Notice M72/2010 (AA477577)

Aus171 [551/2010]

Insert light, Fl.Bu.5s 43 01.670 S 147 16.780 E

**NOTICES TO MARINERS for Aus174**

749\* AUSTRALIA - TASMANIA - North West Bay - Dru Point - Light established. Marine and Safety Tasmania Notice M72/2010 (AA477577)

Aus174 (plan: North West Bay) [600/2010]

Insert light, Fl.Bu.5s 43 01.673 S 147 16.775 E

Amend legend to Jetty and Ramp 43 01.650 S 147 16.650 E

**Another weather site**

From Andrew Boon – who must spend an awful lot of his time surfing. He suggests taking a look at [www.passageweather.com](http://www.passageweather.com).

It is certainly comprehensive, showing not only the usual wind and wave data, but visibility, precipitation and sea temperature.

Recommended.

**Development of Kettering Public Jetty**

The following email was received from MAST by CYCT member Keith Wells recently. It will be of interest to many Club members.

Keith,

Just a quick note to let you know we are re building the Kettering public jetty. There is some recreational money going into this structure as part of it will have some 'day berths' for recreational boats to lay up in if people wish to do some work on their boats, power and water will be available as well.

At this stage it is hoped two – three berths will be provided, bookings will need to be made and a small fee for the power etc,

I have attached a concept drawing which will give you an idea of what we are trying to achieve down there.

Ideal if people are going away for extended periods, they can load and unload at their will without taking up loading/unloading areas.

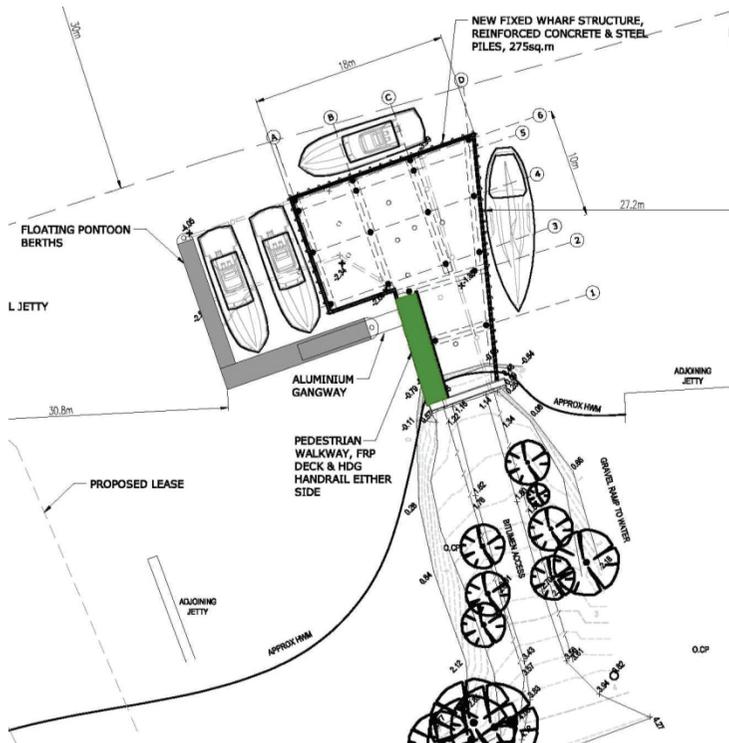
We have received fantastic feedback from boat owners with the idea, construction will commence this year. The berths will be pontoon style with easy access.

There are so many boats in Kettering with perhaps around 15% of larger boats on our register located around the bay, there are in excess of 230 moorings alone.

A copy of the proposal is attached, fishermen will still be allowed to use the structure but with limited long term berthing.

Also, with respect to Dru Pt , as Jim said we are unsure of depths etc at this stage however you are reminded a new jetty is being built at Margate which larger recreational boats are welcome to use at any time.

Peter Hopkins  
Manager - Recreational Boating  
MARINE AND SAFETY TASMANIA



GENERAL ARRANGEMENT - OPTION 4

SCALE 1:200 (A1) 1:400 (A3)  
0 2 4 6 8 10m  
SCALE 1:200 AT ORIGINAL SIZE

## The First Lifejacket?

Submitted by Erica Shankley, who discovered this article while moving house recently

### THE FIRST LIFE JACKET?

*Hobart Town Gazette  
& Southern Reporter  
Saturday August 28, 1819*

We have been favoured by a Correspondent with the following ingenious and simple invention to prevent accidents by drowning; and we have no doubt of it being more valuable in a Colony where unfortunate disasters of that kind will occur on the waters and rivers; in many parts of which, from their lonely situations, no prospect of relief is nigh to the unhappy sufferers: - Make a bag of a large sheep's skin dressed and served pretty much in the same way with the bag of a bag-pipe, that no air or water may get through the skin, or seam. The length of it is somewhat more than to reach round the body, above the cloaths, [sic] immediately below the arm-pits. It is about seven or eight inches wide, except just under the arms, where it is only about two, for the convenience of moving them. Between the wide and narrow parts, and also at the ends, it is rounded for the convenience of sewing, and the seam is upon the upper side. At each end it has a belt sewed in with the seam, and a buckle upon one of them; for buckling upon the breast, where the two ends of the bag, when it is on, meet. It has also four belts, one on each side the two narrow parts under the arms, for buckling around the shoulders. In the end that lies on the right breast there is fixed, in the same way that the chanter of the bag-pipes is, a pipe for blowing in the air. This pipe is about two inches length; and has a valve of leather to prevent the air from getting out when it is blown in., and which screws off to let the air out again. It points directly to the mouth for the convenience of blowing up the bag quickly, in case of sudden accidents, such as falling into the water &c. where before the person's cloaths [sic] become so wet that he will sink, he may blow it up, though he cannot swim. It should be salted and dried carefully, when by swimming, &c. it is wetted; but perhaps a solution of alum, or oil, would do better, especially if, for ornament, the bag were made of parchment, or any other stuff through which the air and water cannot penetrate. This bag may be carried about in the pocket, and can be worn in time of danger either above or below the coast. It is not a whit more inconvenient than a broad belt; and will be found a very necessary accoutrement at sea, or to persons in the habit of crossing rivers. In a word, this simple contrivance, which is so cheap and easily procured, would save many lives, as well as light things of great importance, and, in a great measure, take away the terror and danger of drowning in bad weather.

## Joke Corner

**Sorry – but the Editor has to fill this page with something**

An elderly farmer in Florida had a very nice, large pond on his property.

One evening he decided to go down there. He had not visited for a while and wanted to pick some peaches from the trees lining the pond. He grabbed a five gallon bucket and headed out. As he got near he heard voices shouting and laughing with glee. He saw several young women skinny-dipping in the pond. He made the women aware of his presence and they all swam to a deep part of the pond. The farmer yelled in their direction, "This is private property. Can't you read the signs?"

One of the women shouted back, "We will leave but we are not coming out until YOU leave!"

The old man frowned, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked." Holding the bucket up he said, "I'm just here to feed the alligator."

God, deciding that the Earth had become too wicked again, sent down Noah to build another ark and to again save two of every living thing. "You have six months before I send the great flood." God said.

Six months later, God looked down and found Noah very distraught and with not one plank on the boat's hull.

"Noah, I have started the storm, why is the boat not finished?"

"There have been some construction delays Lord. First I was told I needed a building permit. Then a group called PETA protested saying that it was inhumane to put all the animals in such a small place. Then I was told that because I lived in a flood plain I could not build the ark there. I told them that building it in a flood plain was exactly the point but that did not impress them. My new location was fine but the EPA had to first do an environmental impact study that held up construction until just yesterday!"

Suddenly the clouds cleared up and a beautiful rainbow crossed the celestial horizon.

"Aren't you going to destroy the world Lord?" Noah asked.

"What's the point?" God said. "It looks like someone beat me to it!"

## Not a CYCT Member?

Then download an application form from the Club website - [www.cyct.org.au](http://www.cyct.org.au) - or apply for membership on line at: [www.cyct.org.au/Membership/Application/](http://www.cyct.org.au/Membership/Application/)

Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.

We look forward to welcoming you to our Club.



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# 2010 Annual General Meeting – Agenda

The 2010 Cruising Yacht Club of Tasmania Annual General Meeting will be held at 8:00pm on Tuesday 7<sup>th</sup> September at the Derwent Sailing Squadron.

The following is the agenda.

## **CRUISING YACHT CLUB OF TASMANIA INC 35<sup>th</sup> ANNUAL GENERAL MEETING**

### **AGENDA**

Opening and welcome

Apologies

Minutes of the 34<sup>th</sup> CYCT Annual Meeting held on 1<sup>st</sup> September 2009 to be read and confirmed.

Announcement Cruise of the Year and Cruising Plaque awards

Treasurer's Report

Commodore's report

Resolution to amend the Constitution as notified on page 24 of the July edition of 'Albatross'.

Election of Office Bearers for 2010– 2011

Election of Honorary Auditor

General Business

Close

**Minutes of the 2009 34th Annual General Meeting**  
**Cruising Yacht Club of Tasmania**  
**Tuesday, 1 September 2009 8.00pm**  
**Derwent Sailing Squadron, Sandy Bay**

**Welcome:**

Vice Commodore Andrew Boon opened the meeting welcoming 35 members and visitor Graeme Scobie.

**Apologies:**

Paul & Caroline Dutton, Kevin & Chris Hussey, David Bryan, June & Drew Burgess, Leo Foley, Liz Garnham, Paul & Rosemary Kerrison, Tony & Leone Scobie

**Minutes of the Previous Meeting**

Minutes of the 33<sup>rd</sup> Annual General Meeting of 2 September 2008 were published in the September 2009 edition of the Albatross and ratified at the General Meeting in October 2008.

**Moved** Bill Wright **seconded** Fiona Tuxen that the minutes of the 33<sup>rd</sup> Annual Meeting are a true and correct record. CARRIED

**Cruise of the Year**

Cruise of the Year was awarded to Jose & Conchita Navarro. Vice Commodore Andrew Boon presented the trophy and congratulated them on an outstanding cruise circumnavigating Tasmania.

**Life Membership**

Vice Commodore Andrew Boon presented Life Membership to Christopher Creese. Andrew congratulated Chris on his tireless support in a variety of roles over many years.

**Treasurer's Annual Report**

The unaudited Treasurer's Financial Report was tabled.

This was deferred to the committee meeting and the 6 October General Meeting. Our club is eligible for exemption from audit due to an income of less than \$40,000 and total assets of less than \$44,000

**Commodore's Annual Report**

Leo Foley presented a written Commodore's Annual Report which was read in his absence by Vice Commodore Andrew Boon.

**Moved** Keith Wells, **seconded** Fiona Tuxen that the Commodore's Annual Report be accepted. CARRIED

#### **Vice Commodore's Annual Report**

Andrew Boon read his annual report.

**Moved** Andrew Boon, **seconded** Peter Makepeace that the Vice Commodore's Report be accepted. CARRIED

#### **Rear Commodore's Annual Report**

As per the 'Albatross'

**Moved** Merv Page, **seconded** Dave Davey that the Rear Commodore's Report be accepted. CARRIED

#### **Election of Office Bearers**

Vice Commodore Andrew Boon declared the committee positions vacant and presided over the election of officers and committee.

##### **Commodore:**

Peter Makepeace – nominated Peter Makepeace, seconded John Skromanis and elected.

##### **Vice Commodore:**

Ian Fletcher - nominated Kathleen Page, seconded Cheryl Price and elected.

##### **Rear Commodore:**

Jose Navarro – nominated Dave Davey, seconded Andrew Boon and elected.

##### **Treasurer:**

Caroline Dutton – nominated Chris Creese, seconded Cheryl Price and elected.

##### **Secretary:**

Robert Grey – nominated Andrew Boon, seconded Margaret Jones and elected.

##### **Editor – 'Albatross':**

Chris Palmer – nominated Dave Davey, seconded Andrew Boon and elected.

##### **Committee Members:**

Margaret Benjamin – nominated Margaret Jones , seconded Wendy Fletcher and elected.

Wendy Fletcher – nominated Kathleen Page, seconded Cheryl Price and elected.

**Membership Officer:**

Fiona Tuxen – nominated Chris Creese , seconded Cheryl Price and elected.

**Warden:**

Chris Creese - nominated Andrew Boon, seconded Margaret Jones and elected.

**Auditor:**

This was deferred until a decision is made re the need or otherwise to continue this. Our club has an option for exemption for small incorporated bodies from auditing requirements.

**Moved** Keith Wells, **seconded** Jose Navarro that all outgoing committee be commended for their contribution to the club. CARRIED

**Chairman Andrew Boon closed the AGM at 8.30pm.**

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**Minutes of the July General Meeting  
of the Cruising Yacht Club of Tasmania  
held on July 6<sup>th</sup> 2010 at the  
Derwent Sailing Squadron**

Commodore Peter Makepeace opened the meeting at 8.05pm and welcomed those attending.

**Present**

23 attended the meeting – see attached. A special welcome to Barbara and Peter Willson.

**Visitors**

Greg Brooks (Sailtrain), Jen and Glenn Love (from Ulladulla)

**Minutes of the Previous General Meeting**

The minutes of the previous General Meeting held on 1<sup>st</sup> June 2010 were published in the 'Albatross'. Chris Palmer moved that the minutes were a true record. The motion was seconded by Andrew Boon and carried.

**Cruise Co-Ordinator's Report**

In Leo Foley's absence, Chris Palmer mentioned that there will be a mid-week cruise on Thursday, 15<sup>th</sup> July from Kettering. Chris will circulate an email to all members.

### **Treasurer's Report**

The Treasurer's report was presented.

### **Correspondence**

A letter of congratulations has been sent to Barry McCann on his award of the Medal of the Order of Australia for service to maritime communications in Tasmania.

### **Commodore's Report**

The 35<sup>th</sup> AGM will be held on Tuesday, 7<sup>th</sup> September.. At the AGM members will be asked to vote on proposed amendments to the Constitution allowing Committee Members who are not Office Bearers to serve in a position for more than three years. Details have been published in the July 'Albatross'.

The Annual Dinner is to be held on Saturday, 14<sup>th</sup> August at the Hobart Function & Convention Centre. Details have been published in the July 'Albatross'.

Chris Creese has asked for members to provide photos of recent Club events for the photo albums. Photos tend to be stored on computers or disks instead of being printed and so he has not received any photos for the Club albums for some time.

The Club now has a mobile phone number – 0417 560 519. This is to enable the CYCT to have a listing in the White Pages Directory for new member enquiries.

The topic for the August General Meeting is celestial navigation.

### **Next Meeting**

The next General Meeting will be held on 3<sup>rd</sup> August 2010.

### **Closure**

There being no further business the Commodore closed the meeting at 8.15pm.

After the meeting the Commodore introduced the guest speaker Erika Shankley who gave a very interesting and informative presentation on Tasman Island.

Robert Grey  
Secretary



**The Cruising Yacht Club of Tasmania Inc.  
Nominations for Office Bearers 2010 – 2011**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8 p.m. on Tuesday 7<sup>th</sup> September, 2010. At that time all positions for the 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 2009 –2010 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		
Webmaster		
Club Warden		

**Send to The Secretary, PO Box 605, Sandy Bay, Tas 7006 by Weds 25<sup>th</sup> August 2009.**



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