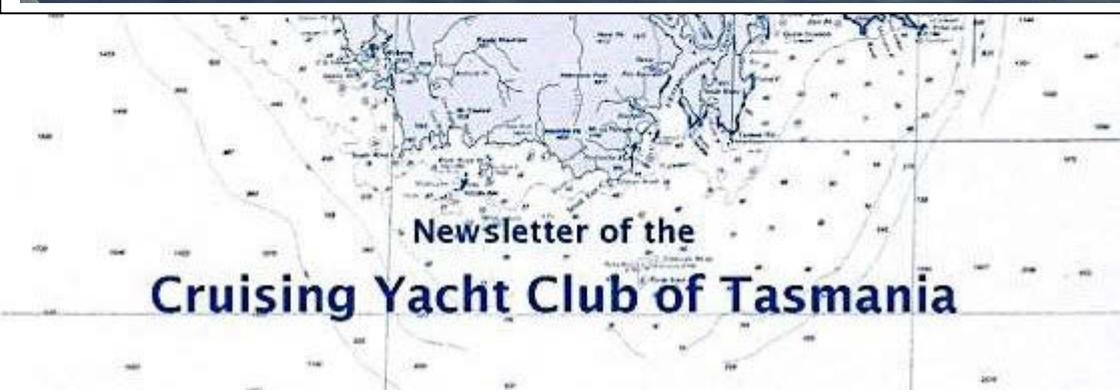


Albatross

Volume 44 No 3 : April 2018



Newsletter of the
Cruising Yacht Club of Tasmania

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Send all material for publication in 'Albatross' to the Editor - editor@cyct.org.au.

Cover page: Mount Maria from Chinamans Bay image by Mark Stephenson

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Not a CYCT Member?

Then download an application form from the Club website or contact any CYCT Committee Member (details inside the front cover of this magazine) for more information. We look forward to welcoming you to our club!

Club Moorings: See page. 22

	CYCT CALENDAR
<u>April</u>	
Fri 30 th March to Wed 4 th April	East Coast Cruise to Maria Is, Schouten Passage and Wineglass Bay. Coordinated by Lew Garnham
Tue 10 th April	Committee meeting 6pm at DSS General meeting 7:30pm at DSS Guest speaker: Club member Kate Johnston will speak about a presentation given by Richard Grimmett (Head of the Conservation Division at BirdLife International) called "Saving the Albatross".
Tues 10 th April	WOB meeting 5:30pm at DSS
Sat/Sun 14 th /15 th April	Autumn Festival New Norfolk Cruise, coordinated by Bryan Walpole
<u>May</u>	
Tue 1 st May	Committee meeting 6pm at DSS General meeting 7:30pm at DSS
Tue 8 th May	WOB meeting 5:30pm at DSS
Sat 19 th May to Tues 22 nd May	Clean Up Australia Cruise, coordinated by Sheenagh Neill

Cruising Responsibilities

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

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

Editorial

There is no Editorial this month. The Editor has gone cruising and a replacement was not found. This version of your Albatross has been put together at short notice and with little handover, so we apologise in advance for any errors or omissions.

Please send an email to the Commodore if you are interested in being placed on a list as backup Editor to cover for the Albatross when the Editor is on leave.

The 'interim editors' look forward to the Christian's return from his circumnavigation of Tasmania and resumption of Albatross production.

Thank you.

Commodore's Report



I have been out of significant contact for the last 2 weeks as I write, so I will give you a brief summary of what I have done and found out in the south-west area, mainly Bathurst Harbour.

Juliet's trip around the south coast was well timed. One night at Partridge Island and the next day I put my crew ashore on Maatsuyker Island. They are both radio amateurs and were trying to increase their score in a scheme called Summits on the Air (SOTA). They walked to the highest point on the Island and set up HF and VHF transmitting equipment. We then sailed to New Harbour where we anchored for the night. Had a quick look around the campsite next morning then motor-sailed around South West Cape and anchored in Spain Bay, Port Davey, where we met *Poinduk* (Geoff and Janet Fenton) and off-loaded our freight: drums of petrol, fire extinguishers, electrical conduit and other items bound for Melaleuca.

We anchored in Bramble Cove for the night and dined on fresh trumpeter (thanks Morrie!) and were entertained until midnight by rather loud music from a group camped on the shore. Next day, crew rowed ashore and climbed Mt Nicholls and activated their transmitting equipment successfully at the top. In the afternoon we came into Bathurst Harbour and saw *Windeward Bound* and *Yukon* having a match race, then anchored in Fulton Cove. The crew attempted to climb Mt Fulton but were repulsed by thick scrub not far from the shore. Undeterred, they planned to attack Mt Fulton from a different angle so we moved to Moulters Inlet and anchored in Native Cat Corner for the night. Next day, Mt Fulton was almost conquered but the last 50 m (vertically) proved too thick so plans were

made to try again next year from another direction. We spent two nights in Native Cat Corner, which was very quiet in NW-W winds up to 30 knots.

After a trip out to the Breaksea Islands to empty the holding tank, we sailed back to Claytons Corner, and had a look at the repaired water tank that was half full - the repair appears to be holding. During that trip we counted 19 boats in the Bathurst Channel and Harbour, including *Young Endeavour* and *Yukon*. We motored to Kings mooring at Melaleuca and checked in with the WildCare Friends of Melaleuca working bee and have been working for a week as I write, except that the last two days have been so wet and windy that we have stayed aboard. At this stage, the working bee has achieved a lot, with jobs completed around Deny's house, tracks, Willson's house and surrounds and a significant effort at Claytons Corner. During the week, there have been 3 days so far when planes have been unable to land at Melaleuca.

The Port Davey Marine Reserve map has been amended and was re-issued in 2017. We found this out by accident and have raised questions about how and why the plan is amended, also how the amendments are promulgated. The changes include:

- a small area removed from the no-anchoring area (at the start of the Mt Rugby track)
- additional no-motorised-boating areas (southern ends of Moulters and Hannant Inlets)
- motorised boating access has been extended up to the rapids on the Old River
- no-discharge areas now include James Kelly Basin and the area north of a line from Woody Point to Curtis Point in the north of Payne Bay
- discharge is allowed in the entrance to the Bathurst Channel, west of a line between Hammond Point and Forrester Point providing you are more than 120 m from land and in water depth greater than 5 m (for vessels with less than 16 people)

The last two points bring the map into line with the Guideline of the Sewage Management Directive 2013, until Nov 2018. After that date, discharge of untreated (raw) sewage must not occur within 1 mile of land.

There are three CYCT boats in the Port Davey cruise led by David Jones: *Absolute Waterfront* and *Pacific Haven* are at Claytons Corner and *Wayfarer II* is at Kings Point. We hope to catch up with them over the next few days. The presence of a boat on a mooring in the middle of the Kings Point anchorage has caused a few issues as boats let out more

chain and swing in the strong winds with a moored boat on a very short scope amongst them.

Public internet has come to Melaleuca through a WiFi access point established by Par Avion at the airstrip. Data packages are available by signing up and paying your money. I have resisted the temptation to log on; one of the attractions of this area is the lack of such facilities! It has generated a new level of traffic up and down Melaleuca Inlet as internet-starved boaties and crew buzz between Claytons Corner and Melaleuca airstrip in rubber duckyies to check email and social media. The 5 knot speed limit appears to have escaped the notice of some!

Hopefully the weather will improve over the next two days (I have great faith in the forecast!) and my two crew will be able to fly out and Judy will join me for another week or so of cruising in this wonderful area.

Andrew Boon

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

Vice Commodore



We have been sitting in Dover waiting for the winds to abate. It's been good to catch up and meet sailors from all around the world. Listen to what they do and why at Penny and Jeremy Firth's house.

We were introduced to Anne and Stewart (*Time Bandit*) who have sailed over from Scotland and have spent the last few years exploring the Pacific. Rather than putting their yacht on the hard and seeing Australia by land, as many internationals do, they are "doing" Australia. Another drop-in was a Japanese sailor, Seko, who is harbour master at the last port in Japan when heading to the Aleutian Islands - a very useful person to know in that part of the world, apparently. I wish we had more time to listen to the all the knowledge of each sailor in the room. Clearly a brief afternoon was not enough.

Jeremy was going to Hobart on Monday and so was able to assist *Phase Three* with headsail repairs after it was ripped in the blow on the way down. Thanks to him and

Doyles' quick work it is now ready for use again. Thank you Jeremy for your support on this.

We head off to Port Davey and further afield on a pilot cruise today. My aim with this is to see if its feasible to support a small group of members circumnavigating in company on the off year to the RYCT circumnavigation cruise. Ian Johnston, Paul Strong and I have agreed to lead different legs of the trip which shares the load. In discussions with Jeremy he said we were going the right way around but it gave us no chance to iron out boat issues. I know Tahiti has undergone as many checks as you could do before a voyage so we will just have to deal with what ever as it happens. The Tasman Peninsula Circumnavigation in late January helped identify a few issues which have all been resolved. Ian has said he has really enjoyed the planning and thinking that leading entails. The same feedback was received from Val Nichols who is a very experienced and generous sailor. Val often sails for a group called Sailability in other states. Val said she enjoyed the thinking and new things being a cruise coordinator brought with it. Every skipper is always responsible for their own boat but thinking of anchorages and shore activities is part of the process. For Val who was hoping to sail to Norfolk Bay that meant researching options and anchorages in a new destination. For Ian, it's more accommodating 4 yachts into his planning. In the ensuing shared discussions, we all learn and that's what our club supports and should support. I am really pleased so many members have volunteered their time to lead cruises. The next cruises are Lew Garnham's Easter cruise and Bryan Walpole is really looking forward to leading the New Norfolk Cruise this year. after falling off his bike and ending up in emergency ladt year. (I hope he doesn't go bike riding again before this cruise)

We are heading back to Great Bay for our annual clean up I hope to see more members join me on this cruise.

Sheenagh

Facebook News

I recently had a query from a member about the differences in the Page and group, so its probably timely to let members know.

The CYCT Public Page is open to anyone on Facebook to like and follow. Its just a Page to direct to our new website that can be found on the Facebook medium. We have follows from Kingborough Rescue Group, MAST, Wooden Boat Festival, RYCT, BYC etc. It just gives snippets of what the club does or the latest NTM from MAST which are all well received . The aim of the Page is to encourage interested people to join our club and

clicking on the contact us link it redirects them to our membership page on our website. (as with most organisations who run a FB Page)

To date we have had at least 4-5 memberships from it and have a growing audience.

The other is a members only Closed FB group. (Not easily found on FB.).

It is open to all CYCT members who wish to join (only financial members and their partners) and is a place to securely share their on water experiences with other members of the group. Or invite other members for a impromptu get together on the water etc. Uploading cruising photos for example is easy secure and quick. Many members give feedback that they like sharing their photos in the group and getting comments back. Especially those on extended cruising.

Its well received and used with the members who have joined.

Since the how to use FB workshop I held last year for members the numbers are steadily growing especially with the younger newer members who are used to the FB medium.

Neither the Page, nor the closed Group are designed to detract from the new CYCT website, they sit to the side of it. Its the instant sharing whilst on the cruise and social nature that is attractive. Members know their photos are secure and can see how many views etc.

CYCT FB PAGE

136 likes 142 follows

CYCT closed group

115 CYCT members

Sheenagh Neill and Tracey Taylor Facebook Administrators

Rear Commodore's Report



Although I was unable to attend the March meeting and hear Dr Double's talk about his whale research, I have received much positive feedback about his presentation and it was pleasing to hear that the meeting was very well attended.

Members are reminded that due to the first Tuesday of April being Easter Tuesday, our meeting has been changed to Tuesday, 10 April, 7.30 pm at the DSS. Our Guest Speaker will be Club Member Kate Johnstone, who will speak about the work of Richard Grimmett, Director of Conservation at BirdLife

International. Kate was lucky enough recently to meet Richard while on a trip to Antarctica. He is the author of several field guides to the birds of Southern Asia and is responsible for overseeing BirdLife International's conservation programs for species, flyways, and forests, marine and invasive species.

You might like to enter into your diaries the following dates – the Kermadie/Franklin trip on the June long weekend (Saturday 9th and Sunday 10th) and the Annual Club Dinner to be held at the Old Woolstore Hotel in the city on Saturday 8th September. Further details on these functions will be provided when available, both on the website and in the *Albatross*.

Lyn Peach

Membership Officer's Report



March has been a quieter month for new member applications with two new family members being introduced at our next meeting. With a further two families pending committee approval. Our current membership status is Family members – 279; Life members – 6; New members pending – 5; Single – 29; Social members – 8; Total 327.

Our club has had some great cruising events over the last few months with some very good participation. Please make sure to fly our club Burgee at all times. We are certainly identifiable in a

bay when we are suitably presented, it is a good look.

Please remember we are recognizing the member who introduces the most new members during this year. Don't forget to have your name included as their proposer in their application. We are providing a voucher for one free nights accommodation at "The Wool stores" available for 12 months from August 2018. It will be presented during the annual dinner which will be held at The Wool stores, maybe come with your bag packed.

Thanks for the new member biographies that are printed in this edition of our *Albatross*. It is a great way for all readers to know a little bit more about new members.

Richard Taylor *Easting Down*

Lithium Ion Batteries Jon Nevill

Ocean Child was originally fitted with a 75 ah Optima 12 v lead-acid battery as an engine battery, and a house battery bank of four of the same type, providing 300 ah. These were all purchased new in 2012. If I remember properly they cost about \$350 each - so not cheap. The "usable" capacity of the house bank, at 50% drawdown, was 150 ah. In late 2016 two of the Optima batteries were showing signs of aging, so I decided to replace the whole house battery bank with lithium batteries. I purchased eight Winston (Chinese) cells of 130 ah capacity each, from a dealer in Western Australia. The total cost including shipping was around \$2400. Although I made the purchase in October 2016, for various reasons I did not actually install the batteries until July 2017. I installed the batteries in the same location, as the various cables were already there. The four pairs, together, were wired straight into the existing circuitry. They have a nominal capacity of 260 ah, and a usable capacity of around 200 ah, so more than the old system.

Although lithium batteries are perhaps twice the cost of lead acid batteries, they are half the weight and half the size, and should, I hope, be more flexible and durable, so they should be more cost effective in the long run. Importantly, lead-acid cells can be damaged by leaving them undercharged for prolonged periods, while lithium batteries are not nearly as susceptible to this complaint.

As Alex Papij explained in a previous *Albatross* article, lithium batteries when banked together do not self-balance their cells like lead-acid batteries. For this reason lithium batteries in banks are usually installed with a battery management system. This system costs money, and I did not install it. (I must have Scottish ancestors!) I decided I would look after them by monthly inspection. As they have been simply placed in exactly the same position as the old batteries, they charge in exactly the same way. The D400 wind generator has a maximum regulated charging voltage of 14.4, as does the engine's alternator. The alternator (see my previous *Albatross* article) incorporates a simple diode switch on the field circuit (thanks Tony Brewer for the idea) that enables me to alter the charging voltage to 14.6 or 14.8. The solar cells have a non-adjustable regulator that also seems to cut out at 14.4 v. So, theoretically, the lithium bank can't be pushed over 14.4 v, if I leave every setting in its standard position. Of course this means that they never get fully charged, but this is a price I am happy to pay for simplicity of operation.

So far the cell pairs seem to be stable at much the same voltage: in other words they do not get much out of balance. I have only balanced one pair (of the four pairs), and this only twice since I installed them. I use a 3.7 v, 2A step-down inverter, fed by the engine starting battery (which is one of the old Optima lead-acid) to do the manual balancing.

This simple device cost only a few dollars on eBay. I use the boat's digital multimeter to make the checks.

The new batteries charge faster than the old ones. Comparing their charge rates at about 70% capacity, the old ones charged at about 40 amps, while the new ones charge nearer 60 amps.

So far I am pleased with my new lithium battery system. In fact it has surpassed my expectations. None of the boat's instruments or appliances has made any protest about the slightly higher operating voltage.

Jon Nevill (currently in New Zealand, intending to return to Australia soon)

Women on Boats – March 2018

The March Meeting of Women on Boats was a great night, filled with insightful information, well researched and well presented. Catrina Boon took the helm with an "Introduction to Navigation" using paper charts. Making certain the 15 participants were clear on all the requirements, Catrina covered many aspects, including the role of navigator, equipment required and a general overview of how to read a chart, reference symbols, magnetic north versus the chart's compass rose, variation and deviation, cardinal markers, buoys etc, etc.

Ladies were then Involved in a practical activity, based on a real experience of a predicted wind change during the night and a need to find a different secure anchorage. Using latitude and longitude coordinates to discover a reference on our chart, we plotted a course, noting hazards and then answered questions pertinent to distance in NM and estimating the time to travel to the secure Anchorage.

Catrina kindly provided the extensive notes for the session, which were then emailed to over 15 ladies who were unable to attend the meeting. A follow up social gathering at Chillies Indian Restaurant saw much further and deeper discussions continue over a casual dinner.

Thanks again to Catrina. A very successful and positive evening, enjoyed by all.

Tracey Taylor

South East Coast Cruise – John and Helen Bridgland

The cruise began in the lower Channel and moved to Southport, continued to Recherche, to Port Arthur, Maria Island, Schouten Island, to Coles Bay and return through the Denison Canal, Norfolk bay and then home.

This adventure allowed participants multiple options to join and leave the cruise to suit their individual agendas and time constraints and still enjoy the company of fellow members in various activities, both physical and social.

Southport:

Over the course of the day, nine boats gathered in Southport to begin our trip, these were *Entourage*, *Maybe*, *Close Encounters*, *Easting Down*, *Brite Star*, *Vivante*, *Trim*, *Willyama* and *Pandora*. The next day started with a planned 3 hour walk to Southport lagoon and sea entrance with 12 starters and extended to 5 hours with a few sore bodies by the end. The rotunda was a wonderful place for the two enjoyable bbq evenings topped off by the standard setting table cloth and large pepper grinder supplied by Damien.



Pandora sailing from Recherche to Port Arthur (image Shona Taylor)

We said goodbye to *Maybe* and *Trim* and proceeded to the Pigsties anchorage. We visited the French garden established by Felix Lehair in 1742 from the expedition led by D'entrecasteaux. It is said the garden was in part motivated by the desire to supplement the diet of the local aboriginals. We enjoyed drinks ashore and watched the sun set in the western sky.

The fleet moved to the Rocky bay anchorage the next morning, with walking, swimming, fishing and water colour painting filling the day. The *Brite Star* crew being the most adventurous walking to South Cape Bay. The evening was topped off with a pleasant get together on the beach.



Easting Down cruising from Recherche to Port Arthur (image Helen Bridgland)
Port Arthur:

Entourage, *Easting Down* and *Pandora* left early morning for Port Arthur in benign conditions to be met by Diane Johnson, whereas *Brite Star* and *Close Encounters* opted to stay at Recherche for an extra day before proceeding to Adventure Bay. *Easting Down* hosted sundowners at Stewarts Bay. The next day was spent restocking, fishing, relaxing prior to a very pleasant evening at Gabriels restaurant.

Unfortunately because of weather and scheduling issues we could not fulfil a kind invitation with Commodore Andrew and Judy Boon for morning tea, and instead proceeded to Maria Island via Safety Cove and the "hole in the wall". *Close Encounters* and *Brite Star* travelled at great pace though the Denison Canal to anchor in North Bay. Diane Johnson proceeded home via a quick exploration of Fortesque Bay and the narrows.



Cruise ship anchored Port Arthur (image Helen Bridgland)

Maria Island:

A gentle walk to French's Farm, the convict cell ruins and Encampment Cove was enjoyed by most as *Leonora II* and joined the fleet with *Close Encounters*. Another beach bbq joined by *Westwind* on route home after a fishing trip on the east coast, was a pleasant way to end the day.

Prosser Bay:

Westerly weather forced a move to Prosser Bay for a couple of days shopping, drinking coffee, inspecting the new barway work, rescuing a swamped dinghy and crew (good effort Richard), and returning to Shoal Bay to be joined by *Westerly*, *Crown Venture*, *Maybe*, *Willyama* and *Irish Mist* after a stint in Norfolk Bay. *Brite Star* left for Schouten passage.

Maria Island:

Everyone enjoyed a gentle walk to Riedle Bay before departing for Prosser Bay to various anchorages to escape another weather change. Because of time constraints, *Willyama*, *Leonora II* and *Irish Mist* stayed for a couple of days before returning home.



Beach gathering Shoal Bay, Maria Island (image Helen Bridgland)



Crown Venture Shoal Bay, image Shona Taylor

Schouten Passage:

The trip up the coast was pleasant with free sheet sailing for half the voyage until lighter SW winds prevailed. Approaching the designated anchorage in the passage, *Entourage* hit a reef at 3 - 4 knots and called for help which was duly provided by *Pandora* and a nearby tinny crew. This was enough to cause crack in the internal liner around the keel, but no water ingress. The crew was okay except for a few bruises. That evening was spent in a very pleasant and sociable way with sundowners on *Crown Venture*, a top evening enjoyed by *Entourage*, *Brite Star*, *Maybe*, *Westerly* and *Pandora*. The next day was spent with crews participating in various walks, fishing, swimming, watching the '*Diamond Princess*' enter the passage and ended with a great shore bbq with company from other visiting boats.



Moreys Beach (image Helen Bridgland)

The next day saw *Pandora* accompany *Entourage* through to Lagoon Beach via a crew change at Orford. *Brite Star* proceeded to Wineglass Bay, *Maybe* stayed in the passage with *Crown Venture* and *Westerly* headed north to Coles Bay.

Home:

The remaining boats later regrouped in Norfolk Bay before returning home.

The feedback from the participating boats was good, the company was great in the usual CYCT style, the weather was generally good, so in respects another enjoyable cruise. The cruise did highlight the challenge of keeping all participants happy with conflicting time.

Helen Bridgland, *Pandora*



THANK YOU to John and Helen Bridgland.

Several boats have asked that we thank John and Helen and make specific mention in The Albatross. I decided to quote one of the boats *"a huge thank you for strong, quiet, great and effective leadership from John Bridgland and for his care and guardianship during the cruise. Also thank you to Helen for her amazing watercolours of each boat. Both are very generous"*

New Members

APPLICATIONS FOR MEMBERSHIP***Huckleberry***

Robert and Fiona Doe

Spirit Silver Edition

Ginny Gerlach

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

WELCOME TO NEW MEMBERS***Bliss***

Janine and James Crotty

Trey-de Mayo

Daniel Mountford

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

Introducing New Members

Introducing Mick and Anne Way **LEONORA II**



Mick and I have lived permanently at Dennes Point, Bruny Island in what was the family shack, now our permanent residence for the past 6 years. Mick has always been around boats most of his life racing half ton and dragon yachts in his younger years through the Derwent Sailing Squadron where he was a club member for quite a number of years. We always had trailer boats of various sizes which was my first introduction to this kind of lifestyle that I have grown accustomed to.

We have spent a lot of time exploring the D'Entrecasteaux Channel with our 2 children experiencing all the weather patterns that can be thrown at you.

Now sneaking up on retirement it is time to slow down and explore other waterways. Then the Leonora II comes along, a 36ft wooden motor sailer built by Mick Drake in 1970. Since owning *Leonora* for nearly 2 years now we have had a few short journeys down the channel anchored in safe havens. At times the local waterways have been rather bouncy, rocking and rolling, a little uncomfortable while steaming ahead to our next destination. My confidence on the boat is gradually growing and we are looking forward to spending more time aboard and more adventures with the CYCT.

Introducing the Atmo's - Donald, Megan & Shay!! *Atmosphere*

We moved onto our current boat in 2014 after buying *Atmosphere* (a Herreshoff Nereia) from some old sailing friends - Gene Merrill and Vicki Sterling. We had known *Atmosphere* since our first journey around the top - Perth to Hervey Bay - in our 28 ft Compass named *Ameada* (after Megan's maternal Grandmother). In 2004.

Since leaving Bundaberg on *Atmosphere* with our son (now 10yrs old) we have travelled north to Townsville, Enjoying the Whitsunday Island Group. However seeking refuge from the beating QLD heat on our wooden varnish work, in 2016 we headed South after *Atmosphere* was accepted into the Hobart Wooden Boat Festival in 2017. Since then we have been enjoying the Hobart lifestyle, although Christmas saw us venture to Research Bay!

Introducing Chris Heath and Judy Clarke *Dreamtime of Hobart*

My partner Judy and I are relative newcomers to sailing. About 6 years ago we bought a 24ft tailorable yacht which provided us with not only a fairly steep learning curve but also, eventually, many enjoyable sailing adventures down through the channel country, up around Maria Island, Freycinet peninsula and a fantastic week on Macquarie harbour a couple of years ago. We started to feel that our sailing appetite was not being met by our little boat and started dreaming of bigger things and more adventurous places to go. About 18 months ago we acquired *Dreamtime of Hobart*, an Adams 12, which was formally named *Dreamtime of Darwin*. Since then we've been pouring time and money into maintenance and modifications (which I have since discovered is the rule and not the exception!) but more importantly we've been getting out on the water when we can and learning more about '*Dreamtime*' and our where our abilities and inabilities lie.

It is our hope that we will continue to develop skills and acquire knowledge that will enable much grander voyages in years to come. Dreams of blue water passages to interesting places have not yet been dampened but first quite a bit more knowledge and experience needs to be gained before we can call ourselves 'real' sailors.

I'm excited by the prospect of meeting other club members and sharing ideas, stories and dreams. Unfortunately due to frequent work commitments interstate my availability to attend club gatherings can be a bit hit and miss but I will endeavour to join you when I can.

Minutes of General Meeting held at DSS on 06 March 2018

Opening

Commodore Andrew Boon to open and chair the meeting.

Attendance and apologies

Signing of the attendance sheet.

Apologies in advance: Julie-anne Garlick, Lyn Peach, Tony Peach, Sheenagh Neill, Christian Narkowicz, Brian Walpole, Hans & Jackie Van Tuil, Ian & Julie McDonald, David Graney, Christina Hay

Any other apologies – please add to the attendance list.

Any guests or visitors to introduce? Margaret Jones introduced overseas visiting sailors Laurie and Eric Parell from the USA.

Minutes of the last General Meeting (3 February 2018)

Published in the March Albatross. Confirm & sign as a true record of the meeting.

Amendments: no amendments

Moved: Ottmar Helm, seconded Richard Taylor.

Carried:

Business Arising from those Minutes

Any not already covered in the agenda?

Introduction of new members and presentation of burgees

New members who are attending this GM to receive their burgees are listed below. The Commodore to welcome to the Club, present their burgee, and ask them to introduce themselves and their boating history.

New members for Feb/March are:

Leigh Cooper and Teamjid (Jid) Hays "Feeling Swell"

Donald Douglas "Atmosphere"

Tony and Robyn Kazda (no boat, yet)

Sylvia and Stuart Beeton (no boat yet)

Cruising Plaque

A cruising plaque was presented to Peter and Chris McHugh from their 2014 Tasman Sea Cruise.

Rear Commodore's Report – Lyn Peach

Report as published in the Albatross. Lyn is an apology for this meeting but asked that members be made aware of the change in guest speaker at the April meeting. Club member Kate Johnston will speak about a presentation given by Richard Grimmett (Head of the Conservation Division at BirdLife International) called "Saving the Albatross".

Note the April meeting to be moved by one week to the 10th of April as it clashes with Easter.

Treasurer's Report – Shona Taylor

The Treasurer advised that the bank balance is still healthy at \$47,800.

The year to date profit is \$6,900 versus a budgeted profit of \$5,300.

The key statistics are renewals up by \$290; New members up by \$740; Apparel ahead of budget by \$1,400; offset by the New website and reports of \$2,500; and club banner of \$495.

Vice Commodore's Report – Sheenagh Neill

Report as published in the Albatross.

Please register for the Clean Up Australia Day cruise on 19-22 May. It is important to register for this cruise so rubbish bags and a roster can be arranged.

Commodore – Andrew Boon

Report as published in the Albatross. Additional items include:

Submission to the audit of HAC Storm Bay lease suggesting that HAC apply some pressure to have boundary marks put on nautical charts.

Looking for another crew member to sail on Rusalka from Nelson NZ to Hobart (probably via NSW) in late March.

Women on Boats

Shona Taylor advised the meeting that 20 women attended the last women on boats session which covered man over board with an emphasis on the smaller for the couple trying to retrieve the larger husband from the water.

Webmaster

Discussion about being able to use photos posted to FB in the website pages. Committee has discussed. The Commodore advised the Committee had made a decision that photos appearing on the closed Facebook group and closed club website pages would be shared between both sites and the presentation at the annual dinner. The policy and management comments on both sites are to be updated to reflect this decision so all members are fully aware that photos posted on each site may be shared with other closed sites and club presentations.

A means of making the Albatross index available with a link to the edition referenced is being sought.

The Commodore advised that the committee will prepare modified guidelines for sharing of photos between the Facebook and CYCT website closed groups.

Editor

Christian Narkowicz was not present for the GM. The Commodore noted on his behalf a thanks to Ottmar for help with dispatching March *Albatross*.

Contributions could be more forthcoming. There have been very few submissions of sailing bios from new members for several months. These bios are a good way for

members to get to know something about new members and should be strongly encouraged. The Editor has not received reports for several Club events. Tahiti will be leaving on an extended cruise on 17th March, with limited access to email and it is probably best to have a back-up plan for the April edition. The Commodore asked for volunteers to see him at the end of the meeting.

Items from other officers/other business

As required including:

Facebook, discussed in previous Webmaster section

Any other business? There was no other business raised by the members.

Next Meeting

The next GM will be held on 10 April 2018, 7:30 pm, at the Derwent Sailing Squadron. The rear Commodore to send out a confirming email

Close

Formal meeting close 8:02 pm.

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#))



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"And a good South wind sprung up behind;
The Albatross did follow,
And every day, for food or play,
Came to the mariners' hollo!"

Coleridge – *The Rime of The Ancient Mariner*