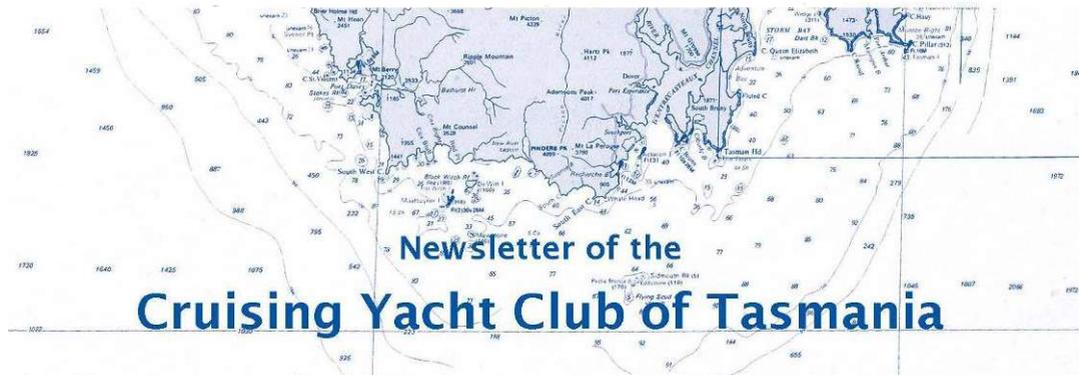




Albatross

Volume 41 No 11 December 2015

40TH Anniversary Issue



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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
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Cover page: First issue cover of the Albatross.

Contents

CYCT CALENDAR.....	2
Editorial	3
Commodore’s Report	5
Vice Commodore’s Report	7
Rear Commodore’s Report	8
October Forum.....	9
Introducing New Members.....	10
CYCT 40 th Anniversary Speech	11
Club Cruises Logged	16
Upcoming Club Cruises	23
Women on Boats	25
‘Albert Ross’ Dispatches	29
Landmarks & other Coastal Features: Claytons Corner.....	30
Sailing Terminology	33
With Salt on Our Lips: Language and the Sea.....	34
Sailing Memories	36
Recipe: Fruit Mince Biscuits	37
On 40 years of boating	38
CYCT Minutes of the General Meeting.....	41

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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Club Moorings: See p. 45

CYCT CALENDAR	
<u>DECEMBER</u>	
	There will be no General Meeting this month.
Wed 2 nd	Committee meeting @ RYCT 7:30pm
Sat 5 th	Christmas BBQ in our 40th year. Venue: Dru Point (Margate) Access possible by boat, better by car. Coordinated by Leigh Miller.
Mon 7 th -11 th	Maria Island cruise. Cruise leader: Andrew Boon (<i>Juliet</i>).
Tues 15 th	Women on Boats meeting @ DSS 5:30pm Christmas Cocktail Party. Co-ordinator: Heather Doubleday
Thurs 31 st	Club's traditional New Year's Eve BBQ cruise (Quarantine Bay) Cruise leader: Andrew Boon (<i>Juliet</i>).
<u>JANUARY</u>	
	There will be no General Meeting this month.
Sat 9 th – 10 th	Cruise to Simpsons Bay, Bruny Island. Co-ordinator: Andrew Boon (<i>Juliet</i>). Cruise leader: TBA
Sat 16 th	12.30 p.m. Wave Station BBQ. Co-ordinator: Catrina Boon
Sat 23 rd -31 st	Cruise: Nubeena Regatta and Tasman Peninsula. Cruise leader: Paul Kerrison (<i>Irish Mist</i>).
<u>FEBRUARY</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Tas Maritime Radio Station, Queens Domain. BYO BBQ from 5:30pm.
Wed 3 rd	Committee meeting @ RYCT 7:30pm.
12 th -14 th	Cruise to Quarries or Great Taylors Bay Cruise leader: Ian Macdonald (<i>Westerly</i>)
Fri 26 th -11 th Mar	Cruise to Port Davey-Bathurst Harbour Cruise leader: Andrew Boon (<i>Juliet</i>)

Editorial



This is our 40th Anniversary issue! Each month this year the *Albatross* has included an article that references the significance of 1975 to the CYCT. In this issue we've printed a synopsis of Dennis Lees' address to the club at the anniversary dinner at the Hope & Anchor.

I was curious to know what else was happening in 1975 and according to that oracle, Google, it was an eventful year and not all good. The Khmer Rouge were on the loose, the Vietnam war was drawing to a close and the Balibo Five were killed in what was then Portuguese Timor. On the 5th January fourteen people died when the *Lake Illawarra* struck the bridge. On a more upbeat note, Australia won the Ashes, Evonne Goolagong Cawley beat Martina Navratilova to win the Australian Open and it was the first time an all women team competed in the Sydney-Hobart Yacht Race (Skipper, Vicki Wilman, the boat, *Barbarian*.)

It was also the year that Ann Gash, at 52, with a few years sailing experience under her belt and a bamboo flute in her back pocket, set off from Sydney in her tiny folkboat *Ilimo* to attend a music workshop in England. She battled stormy weather and ten metre waves, narrowly averted being run down by a supertaker, did collide with a tug in Ghana, spent idle time becalmed amongst sharks and entertained dolphins with her flute. After the workshop she sailed home across the Pacific. Her book, *A Star to Steer Her By* was published in 1980, but is sadly out of print and extremely hard to come by. (I know, because I have tried to get a copy of this sailing classic to no avail, so if there is anyone out there with a copy to lend, my hand is up!)

Eric Hiscock's *Around the World in Wanderer III*, published in 1975, is another cruising classic from this period of small boat enthusiasts setting off on adventures near and far but it is interesting just how early sailing took off as a sport in Hobart. According to Goc (1997) '...races were held off Sandy Bay from the first years of settlement and many prominent residents, such as the Manings, David Dunkley and Duncan McPerson, owned their own yachts which were moored off their properties ... Old Norfolk Islanders, who had toiled to create a life for themselves and their children in Sandy Bay, could sit out on their verandahs and watch their sons and grandsons sailing on the Derwent.' The first regatta took place in 1829 and the first race in 1831 when 'upwards of twenty sailing boats, all navigated by amateurs, competed for a valuable cup in a race from the Hobart wharf to Crayfish Point and back' (Goc, 1997). It's clear there were locals cruising the coastline in their own yachts before this time.

This month our cover celebrates the first issue of the *Albatross* and while back issues are available for reading on our website, I thought I'd reprint that first editorial to continue the anniversary theme.

Finally, a big thank you to Jackie for working so hard on the *Albatross* while I was wandering through Japan salivating over beautiful food that may, or may not have contained jellyfish - and best wishes for a safe and happy festive season to you all.

Fiona

Editorial (*Albatross*, Dec 1975)

The Cruising Yacht Club of Tasmania, which some of us have dreamed about and talked about for some years now, is an actual reality. Thanks to stout efforts by many, a constitution and a membership began to emerge in 1975. Meetings began to happen in homes and halls, and gradually, when talking of “the Club” we began to realise that we were speaking of a reality, not just a dream.

Monthly meetings at the Kingston High School complete with yachting films emerged and we began to get the feel of being a group with a common interest. Members began such incantations as ‘Club house’, ‘land’, ‘finance’, ‘plans’, ‘conservation’ in one direction and in the other there are oft uttered words along the lines of ‘ketch’, ‘design’, ‘steel’, ‘launching’, ‘fitting out’ and ten thousand like them.

Then a burgee emerged, and one with which we are most pleased. Be on the watch around Tasmania now – and further abroad anytime – for the royal blue burgee with the graceful white Albatross.

I suppose the “official” launching of the Club took place at the first Annual General Meeting under the constitution on Tuesday, November 4th, 1975 at the Kingston Hotel. From that point onwards we have had elected office bearers, an official membership, and the other formal and necessary trappings.

Now we launch our Club Newsletter. Like our Club and membership – small to start with, but hopefully it will grow and serve many people. Can I plead with all (members and non-members alike) to use it?

Write articles for it. Write informative or abusive letters to it (yachting politics only!); use it to spread your news and views; tell us about your cruises; your building projects or needs; advertise in it; tell us what you want us to put in it; give us details of your boat (as prejudiced as you care to make them) for our “Boat of the Month” feature; tell us all the Club gossip for our “Bird’s Eye View” page; read it and lend it to your friends.

Commodore's Report



We are nearing the end of our 40th anniversary celebrations but still have two major events remaining: the 40th Birthday BBQ and publication of the Club history. I hope to see many members (and former members) at the BBQ at Dru Point on Dec 5 and am looking forward to publication of the history, targeted for Mar/Apr next year.

We have a Vice Commodore! Lew Garnham stepped forward and the Committee has appointed him to the position. Lew has been there before and by combining his talent for arranging something slightly different once we arrive with the trajectory that past VC Tony Peach has started for more adventurous cruises, we can look forward to a great year's cruising.

As I reported at the November meeting, I attended a Recreational Boating Industry evening, organized by Marine and Safety Tasmania. The event was attended by representatives from boating and yacht clubs, rescue organisations, chandleries, marina, construction, maintenance, retail and training groups. Peter Hopkins described the ongoing activities of MAST and spent some time on the issues which they have been focusing on, specifically:

- Inflatable life jackets: regular checking and servicing, their efficacy (how well do they keep you in the face-up position with all of your normal clobber on) and the applicability of the test methods as specified in the Australian Standard at <http://www.mast.tas.gov.au/guides/care-servicing-inflatable-pdfs/>
- Kayak safety: MAST has been talking with retailers (including outdoor shops) which sell kayaks and 'sit-on-tops' to make sure the sales staff have information about safe practices and safety equipment which they can pass on to people buying these craft. <http://www.mast.tas.gov.au/guides/kayaks-sit-tops/>
- Cold water immersion: awareness this topic is being promoted, to make people realise that they do not have two or more hours of activity before hypothermia sets in, rather 10 minutes or so before they lose coordination. MAST has been informing coroners about this topic, as it has never been mentioned in any reports of drowning to date. We had some excellent Winter Forum presentations some years ago and more information is available at <http://www.mast.tas.gov.au/guides/cold-water-immersion/>.
- Fish farm lights: there is a move to synchronise lights on special marks surrounding fish farm leases. The aim is for each farm to have the same sequence and flash together, and for adjacent fish farms to flash in different time slots. Thus we should see all the lights of one farm flash together (making it easy to see the extent of that farm), then the lights of the adjacent farm flash together (with a different sequence). Not much help in fog and we'll still need radar and up-to-date charts, but it will make a big difference in clear conditions.
- Navigation aids: AMSA has relinquished some nav aids (lights, markers, etc) as having no further value for commercial shipping. MAST has determined that many of these

are still of value to recreational boats and has taken over responsibility for their maintenance.

Speaking of the Winter Forum series, congratulations to Hans van Tuil and Ottmar Helm for their efforts in organizing the 2015 series. The last one was a ripper! Well done fellas. Leigh Miller and Richard Philpot are gathering topics for the 2016 series and would welcome suggestions. Possible topics discussed around the committee table were: diesel fuel, tankage, polishing, quality; on-board sewage systems and alternatives; boat insurance; electronic navigation systems for men; the mechanics of towing and being towed (see <http://www.mast.tas.gov.au/safety/incident-reporting/break-oday-report-4-january-2015/>). If you have any other suggestions, please give them to Leigh or Richard.

Moorings: the Committee has decided that the Club moorings shall be serviced on an annual basis. MAST requires that moorings be lifted and inspected at least every two years, however some insurance policies have an exclusion clause for damage caused by a mooring which is not 'regularly maintained on at least an annual basis'. Have you read your policy document lately?

Training subsidy: the Committee has determined to continue the training subsidy scheme and has amended the list of courses which qualify. It now includes VHF Marine Radio Certificate courses. For more details see https://secure.cyct.org.au/Training_subsidy/

I wish everyone all the best for the festive season and hope to see many of you on the water.

Andrew Boon

Vice Commodore's Report



Andrew has magnificently worn two hats, and after enjoying the great fellowship of the Nubeena cruise, I decided to accept the smaller. A full report has been written in the article covering this event.

Cruises appear to have quite a few leaders for which I am grateful and the initiation of such by members is where the proper ground swell and enthusiasm should lie. Please try to have a BQQ plate on board, as a gathering around a beach fire is a really treasured moment. We are so lucky in Tassie! Fiona loves those articles by members and reports of cruises.

The in club support and easy communication is to be fostered. On cruises please invite guests on board and perhaps a visual 'open to visit' system can be implemented. I invite you all (not at once) to come over and say hi to us on *Minerva*.

All ideas have a basis and are a welcomed contribution to keeping our club strong, active and growing. Positive cruise feedback is our aim, not always met, but issues and possible solutions will make the next cruises better.

Unfortunately I could not be present for the 40th celebrations as the bucket list Point to Pinnacle walk to the Mt Wellington summit was on that day. I completed it taking just less than 3h 5 min, av speed 7k/h. This included a sudden injurious 'grounding' at about 16.5 k when my legs ran out of fuel and rubberised. It was well timed to stop a quick chick like Kate Pedley, the women's record runner, into very kindly getting me up. I then navigated between posts stopping to munch on jelly beans! When I saw the *Mercury* photo, I was glad there was no mirror prior to see what the 'aides' were concerned about.

I did catch the ferry over to say 'hi', however the club boats at Lodge Bay were unfortunately beyond physical and phone reach.

Two cruises coming up, at this stage led by Andrew, are Ralphs Bay at the end of November and Maria Island in December. Please check the calendar and Andrew's notes.

Finally, I wish to congratulate the CYCT on reaching the 40 year mark. Our passion for the sea, all sorts of boats, shared experiences, and caring for each other, has kept the *Albatross* soaring to even greater heights. It is an honour to be on the committee again, seeking ways for us to go and to be able to be involved with such a great and diverse sailing group.

CU/H2O

Lew

Rear Commodore's Report



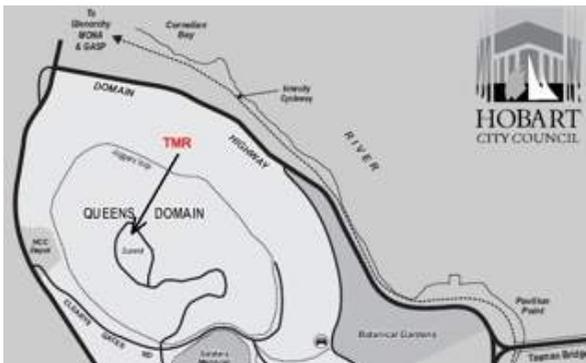
November General Meeting speakers Vicki, Gary, Zeke and Nina from *Mojombo* gave us just a glimpse of their last five years of adventures, sailing around the world. Much thought had been given to the content and presentation. It was a most enjoyable talk.

There will be no General Meeting for December. But we hope to see members at the BBQ at Dru Point on the 5th December!

To kick start the year's social events we are having a spit roast, cooked by our own Roger Locke! Phil and Wendy Kennon have kindly offered their property, the "Wave Station," in Middleton. Put the 16th January in your 2016 calendars for an event not to be missed! More details are elsewhere in the *Albatross*.

2nd February 2016 General Meeting : Our first General Meeting in 2016 meeting will be held at the TAS Maritime Radio, (TMR), on the summit of the Queens Domain. For those who would like a meal first, BYO BBQ food and join us from 5.30 for BBQ.

TMR will give us a talk about the TMR network and capabilities, then a description of the new TasRep system. Tas Maritime Radio has recently extended its coverage with the commissioning of new base stations at Kellys Lookout (mid-North coast) and Maatsuyker Is (Ch 16). We will have the opportunity to learn about the whole network and to see how the operators control and monitor it. TasRep is a vessel reporting system which simplifies the reporting by vessels on an extended journey. The system is especially targeted at visiting interstate and overseas cruisers, but will also be of value to those going on the Bass Strait cruise and even to Port Davey.



I wish you all a very happy Christmas filled with family, friends and food and boats of course. May your summer be filled with lots of sailing opportunities.

Catrina Boon

October Forum

If you missed the October forum, you missed one of the best. It was the most well attended forum in my experience and Jessica's knowledge of her subject was outstanding. She spoke clearly and confidently on a topic that many of us ordinary boaters have never really understood properly. She also addressed comments and answered questions from our most technically minded members. Those present were treated to an hour and a half of highly informative and very useful practical advice.

This was the final forum for 2015. Thanks to our members who regularly attended our forums. We look forward to a new series in 2016.

Hans.

SPIT ROAST!!

Phil and Wendy Kennon have kindly offered their property the "Wave Station" for CYCT members to have a Spit Roast.

Date: Saturday 16th January

Time: Commencing 12.30

Where: Wave Station 180 Esplanade Middleton

Cost: \$15 a couple or \$8 single (this will include meat, condiments and boiled spuds)

Bring: Drinks and a salad or dessert to share!

RSVP: Catrina Boon ~ 11th January for catering purposes.

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Last serviced by Southern Mooring Services on 16/12/13
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APPLICATIONS FOR MEMBERSHIP

Ken & Lyne Miller
GET A LIFE

This nomination will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the *Albatross*, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

WELCOME NEW MEMBERS

Paul and Catriona Fitzgerald
SAN MIGUEL

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

Paul and Catriona Fitzgerald

We grew up racing dinghies on Sydney Harbour, met at university and have raced together since the late seventies in Hobart and in Sydney.

Over the years we have cruised together as far north as Coffs Harbour, and have delivered our boats from Sydney and from Melbourne to Hobart. We are based in Kettering, and enjoy sailing the Channel and East Coast. We also recently enjoyed cruising in the Pacific North West, and always look for a chance to spend time on the water in interesting places.

Our current boat is *San Miguel* an Adams 36 Traditional, which we double hand.

CYCT 40th Anniversary Speech

Dennis Lees

This is an edited transcript of the speech Dennis delivered at the Hope & Anchor on the occasion of the 40th Anniversary Dinner. – Ed

The Early Days

The Club magazine, the *Albatross*, has always been an important conduit for members and I salute all the editors for a job well done (a real lifeline for the club). In the early days members assembled the magazine and I recall our family did this for a couple of years. Pages were laid out in sequence around the dining room table and we would walk round picking up each page of the magazine until we had a complete copy and then staple it together. The more people you had walking around the table the fewer times you needed to do it and so kids and their friends were roped in to help. When all the copies were assembled address labels were attached ready to be posted by life member Chris Creese. I believe most of this job is now done by the printers.

Our family were not members of the CYCT in its formative years. We joined in 1978 so I am unable to say much about that time. However this has been well documented in 21 years by Erika. A brief outline would be: - A group of cruising enthusiasts who were tired of racing round the buoys discussed the formation of a cruising club. This discussion went on for a number of years until late in 1975 when a constitution was drawn up and an initial meeting convened. A Commodore and Committee were elected. The first Commodore was Dr Don Sutherland.

At that time the club had 19 members (families). A year later there were 26 members (families) and in 1990 there were 125 members (families). I think the current membership is about 150.

The First Cruise was to Rosebanks in November 1975

The first editorial in the first *Albatross* is interesting reading and there is a quote from that issue which is relevant to our recent change in the constitution. 'The club was in the process of seeking affiliation with the Tasmanian Yachting Association and the question asked was "What rules do you race under?" The Answer, "Well May You Ask!"' From the discussion earlier this year I think we are still uncertain.

I know we are all proud to fly the club burgee. In that early year a competition was held and many designs were submitted with Rene Mann's being the winning design. I am not sure what if anything was her prize. I do hate to see yachts flying more than one club burgee. You should be proud of your club and not use burgees as bunting.

When we joined the CYCT there seemed to be a lot of children. Yachts would arrive at anchorages with surfboards, buckets and spades, wet suits and much paraphernalia hanging from their yachts and there would be many happy times with barbecues, beach races and even model yacht racing. Some of these children now have their own children and are continuing the tradition.

Radio

When we started cruising in the seventies our radio was a transistor radio and we would tune into the ABC weather forecasts. This continued until the early eighties when we purchased a 27 megs radio. We were now in contact with other boaters and Margate Radio. Our call sign was RG 123.



Christo and Andrew Lees fishing with Cass

Small Craft Marine Radio Group

In 1975 Barry McCann and Les Collis set up what was known at the time as Margate Radio. Len, Doug Bonnicher's son, ran Margate Radio from Doug's home at Esplanade, Margate. It was mainly 27 megs but they did have some coverage on VHF. Len ran a great service for 9 years. On his retirement the service was renamed Tasmarradio and it went to mainly VHF and HF. It was later renamed again to Coast Radio Hobart and is now known as Tas Maritime Radio.

Coverage in those early years was mainly the upper and lower channel. HF was available from Hobart Radio but HF sets were expensive. I recall one trip up the east coast in 1982 when we were able to get and talk to Len on 27 megs from Maria Island but could not reach him from further north. This has been a wonderful service to our club and other boaters over the last 40 years.

In 1980 the CYCT operated Albatross base for a short while from Howden and then the Newham's property at Manuka Road Kettering but this closed down in 1985.

A Permanent Clubhouse

In those early years there was much talk of a clubhouse and some members were very keen on this idea. I was one of them. Various negotiations took place but none came to fruition. In 1984 however, the club signed a lease with the National Trust, and the club's association with the Mariners Cottage commenced and continued for 29 years until 2013 when our lease was not renewed, despite having carried out our obligation to maintain and improve the cottage.

There have been various venues for meetings over the years - Kingston Hall, the Derwent Sailing Squadron, the Regatta Pavilion and of course the Mariners Cottage. Over the years I have changed my opinion and believe the club is fine the way it is at this time. We do not need an expensive permanent clubhouse.

Early Cruising: The Channel

In 40 years there have been many changes. One of the saddest I believe is what has happened to our BEAUTIFUL waterway known as the Channel, both upper and lower. I would also include the Huon River in this.

Maybe I can illustrate this by describing our family's first cruise to the lower channel. This would have been in January 1978 and the crew was my wife, Wendy, and our children, Christopher and Andrew. Christo would have been eight years old and Andrew, five. Our yacht was a Cole 23. We had no radio other than a transistor, which we checked the weather on. An O/B motor that started sometimes and a depth sounder made from fishing line with a fishing weight on the end. Charts were road maps of the area we hoped to cruise.

We sailed down to Port Esperance with a good breeze and smooth seas and spent a couple of days in Dover including a night at Stringers Creek. We found this to be a great place to anchor with the kids enjoying some good swims and we could always get a good feed of fish. I am not sure if this is the case today with the many fish farms in and around this small inlet.

After enjoying the delights of Port Esperance we ventured out to explore Partridge Island and the other side of Great Taylors Bay. I recall it was a bright sunny day with no wind and the bay was as smooth as a millpond. I sat on the bow of *Temeraire* and looked down into the pristine blue water. You could see clearly the huge stalks of kelp slowly moving in the water to quite a depth. I think it was at this time that I realized how lucky we were to have such a waterway so close by and what a wonder it was. And it was the start of my love for cruising this area.

Another memory of that trip was that there were very few other boats on the water despite it being during school holidays and the traditional holiday time.

We have cruised this area many times since this first trip but have noticed that the water was becoming cloudier and cloudier. Also the kelp seemed to reduce and more yachts would be out cruising. Fish farms and other commercial activities are a fact of life and I am not qualified to say they have contributed to these changes. However my eyes are qualified to say the visual pollution has increased and is continuing to increase since we first ventured out to those pristine and beautiful waters. In saying that, I also confess to a liking for a salmon steak and a piece of crusty bread with smoked salmon on it.

Commercial Break: Radio Sailing

A few years ago I realised that big boat sailing days would soon end and as I have always believed, like Ratty, that there is nothing better than mucking around with boats, I took up radio sailing. With radio sailing the weather and water remain the same, but the boats get smaller so things happen very quickly and you need to keep your wits about you.

Radio sailing is mentally challenging and good cardiovascular exercise and like Ratty you are still messing about with boats be it on a much smaller scale. At the end of a day's sailing you get to take your boat home, give her a wash, recharge the battery and you are ready for the next sail. No annual anti fouling or varnishing, no marina or mooring fees.

Other members radio sailing are David Jones and Tony Brewer. If any one feels they want to give it a try get in touch with any of the three of us.



Club cruise to Apollo Bay, Dec. 2008

The Club Today

The ancient Mexicans thought that the world would come to an end when all the songs had been sung, all the stories told and everything that could happen had taken place. It is obvious that the Aztecs were not small boat sailors because for those of us that sail there is something new every time one sticks one's bow out of a home anchorage and often one can have a variety

of fascinating experiences just tied to the dock or hanging from a mooring. No yachtsperson has ever lived long enough to experience everything that boats and the sea can cook up, nor even remotely reached the point where he/she knows it all.

Now

The club over the last forty years has welcomed into its membership people from many different backgrounds. Some with large and very well equipped craft and others with smaller and more modest craft. Some even built their own craft or contributed much to the building. Our own family found this was the only way to get into serious sailing and have built several craft. I believe the last homebuilt craft launched after many years of work was Kevin and Chris Hussy's the beautiful *Galadrial* about two years ago. I was glad to see the committee reinstated this early aim of the club in the recent changes to the constitution.

Today I believe the membership is of a more mature age group and they certainly have better and professionally built craft. Many members take these craft to distant shores on extended cruises and the *Albatross* burgee has been seen flying in many parts of the world. There are other members who are content to sail in our own local waters. And I believe this type of cruising is hard to beat. A nice safe anchorage and a glass or two of wine at the end of the day. Not for everyone, but ok.

From simple beginnings the club has grown to a mature body with the expertise of its members being felt in the general sailing and cruising world. We now have a great website and have had the initiative to publish a book on our local waters and its anchorages, plus its sequels. As are Ladies on Boats, navigation courses, sail making, safety at sea etc. all wonderful achievements. We continue to have an input into how our local waters are treated with lobbying to MAST and other governments bodies.

It is good to see the club introducing cruises to more distant places and I note the East Coast Cruise last year and the Cruise to Port Davey earlier this year. The committee and past Vice Commodore should be commended and I hope they will continue. I wish the CYCT a good and successful further 40 years. Who will be giving this talk then I am not sure, but I will be an apology for that event!

May you all experience smooth seas and calm winds in your future sailing

Thank You.





CLUB CRUISES LOGGED

The Nubeena and Norfolk Bay cruise: Lew Garnham (*Minerva*)

Leading cruises can often be a 'maybe'. After the second gearbox removal and overhaul/repair, all had to be enjoyably good. With pride I showed an old friend (younger than me) *Minerva*. On opening the engine hatch, the previously clear bilge water was an oily dark that immediately reflected the look on my face. Exploration determined that the most likely culprit was the replaced rear oil seal. The repairer confirmed my suspicions and made repair arrangements and ordered a seal from the mainland. For access, the shaft lock brake had to be totally disassembled as did the flexible coupling with removal of the brake disc.

About three weeks later, on the Monday prior to Thursday's departure date, work started, first loosening of the PSS stern gland and pushing the shaft aft. This also uncoupled the fixed blade of *The Stripper* rope cutter. The old seal was loose on the bearing surface and the ordered replacement seal was incorrectly sized! Added to this was a small bearing surface indentation. It seemed that I was going to an 'S' less SHELL rather than the planned Nubeena cruise. The weather was also deteriorating.

Phone call next day. Told that the new rubber seal and a metal speedy seal on the bearing surface had been done locally. It could be fitted today! The mechanic returned and the gearbox aft seal was reassembled. When the shaft was moved forward that PSS seal collar had to be tapped back to stop a torrent of water flooding the boat. The bilge pump alarm had a real workout! After 7-8 attempts using a hooked pole and attached U/W video camera the fixed cutter bracket alignment allowed a coupling bolt up. 'I'd better do a final check' feeling revealed the worst, the cutter was not held in the jaws. Back to the camera on a long pole and poking and pulling at the murky object.

Success did finally come. Now to reassemble the shaft lock and fine-tune the brake jaw gap that the 'no start' safety lever switches were not registering closed! I do have an engine room double bypass switch in case this fails.

Now to fine-tune the double control gear cable assembly! That meant Tuesday was spent looking for the disintegrated Jabsco vane blades in the cooling system. Being my second search to rectify a reduced cooling flow, all areas had to be checked. Hose water was run in reverse with a stocking over the in-tubes to net those bits. Finally back to the Jabsco pump, which was



totally removed from the engine. Within the brass fingers were rubber slithers. The inlet hose from the strainer was unexpectedly found to be full of bits that hid by sinking out of site in the 'U' of the hose! No wonder there was a poor water flow after the initial quick cleanout.

While degreasing the bilge using detergents, rags and copious hose water, the boat's next trick was to half fill the bilge with water. The pump had to be fished out, cleared of muck and un-netted Impellor vane bits! It was not from the missing steel spring washer, however the magnet pulled up a lost biro!

With oil in the gearbox, seacock ON, all tools out of gravity's reach, the engine was started and run. Assembled again and the tell tail peed like a newborn! We can go and a 'yes' to Andrew's 'lead the cruise till I arrive request'.

Windy Wednesday and calm Thursday heralded the start of four similar days. We had a frustrating motor/sail trip to the 11 o'clock Iron Pot assembly with *Heather Anne* and *Andromeda* close by. With a tempting breeze, the MPS was set until the *Nauticat* scorned the wind and the wind hit back face on! Motors were the saviours of the day, Storm Bay slept with a snoring low swell capped with flocks of shearwaters feeding. Some dolphins lazily winked at their intruders.

The CYCT cruise fleet trickled into Parsons Bay. *Andromeda*, *Heather Anne*, *Blade Runner*, *Rubicon*, *Get a Life*, *Willyama*, *Minerva* on the CYCT mooring, and *Blade Runner* on the MAST mooring. The DSS 'String of Pearls' mooring remained vacant. At 4 pm dinghies assembled at the floating slipway jetty. No more low tide stranding or fishing boat battles at the pier. The intended RSL venue had suffered misfortune and was closed so the merry gang walked up the road to the near empty tavern. A long table was set for wining, dining and happy talking. A beautiful sunset glorified the closure of a great day. Some boat visitation ensured a whisky and a fine old port sleep.

Weather forecasts and table talk set Dunbabin Point as the next destination, some 20 nm away. Those who left early missed a good sailing breeze past Smooth Island to a sheltered anchorage. The bay soon filled with boats, *Get a Life* was replaced by the late arrival of the beautiful *Rusalka*, imported by Alex and Jackie. (That's another story).

Annette Philpot showed her kayaking endurance while Lew and Liz explored/ photographed a far beach and removed a bucketful of plastic. We were all a bit late for the appointed beach BBQ, however the BBQ fire smoke soon attracted us all to where Patricia and Roger were comfortably sitting. Happy Birthday Patricia was sung and natural candles topped the cake!



About 0130 a rocking 25 kt. southerly wind rapidly altered our security. Cabin lights on, anchors checked and wind/position monitored. *Rubicon* moved to the shelter of King George Island. The front rapidly passed to a beautiful 'nothing happened' morning. *C'est Si Bon* found Ironstone Bay unsuitable and settled into Monk Bay waiting to join the group. It was another great sunny beach BBQ and *Freedom* with its family crew joined us. Gus and Kate also arrived from a Queensland delivery of his 17th boat, a Zeston 40, *Innisfree*! The *Albatross* saw a demonstration that you cannot encourage or expect your partner to row you ashore when an anchoring outboard leg is in the sand!

About 5pm *Intrepid* had just arrived to feast, but we all suddenly took off like wild beasts, sail/motoring east. *Juliet*, engine repairs done, also arrived for fun sailing well into the setting sun. Flinders Bay was a good O/N place, but bottom holding in the mud saw some drags. More boat visits and comparisons before dinghies up.

With southerlies due, an early start allowed good sailing in a 15k N-NW wind, until Lime Bay and Green Point saw a shift in direction as it dropped out again. Attempted sailing was futile as the motoring fleet disappeared past Betsy and home. We met *Alida* in Storm Bay, also struggling to sail home from Port Arthur.

What a great easy trip after so long being functionally boatless. The gearbox did not fail, the new mizzen set well, Ken and Lynn rejoined, everybody was happy and the Vice Commodore chair looked delusionally inviting. Mmmm!



BBQ at Monk Bay



Dinghies at Nubeena



Rosebanks (40th Anniversary Cruise): Roger Locke (*Andromeda*)

The first cruise by the Cruising Yacht Club of Tasmania was on Sunday 16th November 1975. A recreation of that event was held on Saturday 14th November 2015 - the 40th anniversary of that event at Rosebanks, near the entrance to Sykes Cove, in Barnes Bay, Bruny Island.

The day dawned. While not exactly bright, there was enough promise for scheduled events. *Andromeda* left Kettering shortly after 1000 and by the time we reached Rosebanks *Fleur de Lys* and *Luff* were in the bay. We anchored south of the Kingborough Boat Club mooring and pulled back towards it to ensure clearance if the wind became sou'easterly.

Andromeda had a complement of six so the younger four were sent to forage for wood for the barbeque. Of those four, one was 6 and another 4, so the trip ashore included outboard control instruction and hotly contested rights to drive Grandad's 'little boat'. A good supply of wood resulted from the excursion.

At 1105 a first call was made on VHF. *Innisfree* reported leaving Simmonds Bay with *Pandora* in front. *Rusalka* was leaving Kettering and reported that *Rubicon* was near the Shot Tower under sail. *Juliet* had collected crew at Kettering and was also under sail. We reported that the weather looked acceptable for the barbeque at Rosebanks.

The shore party returned before noon and we packed for the barbeque. Another call was made about 1205, although perhaps a few minutes late. I reported light wind from the southwest and no precipitation. *Westwind of Kettering* asked for a guarantee that the 'no precipitation' would continue for the event. The guarantee was not provided but in fact there was no further rain from the time we arrived in Rosebanks. The Club members began assembling ashore a little later and *Neptune* arrived, carrying two members who were at that original cruise.



Raising the burgee

By the end of the day 15 Club boats were in the bay, *Westwind of Kettering*, *Absolute Waterfront*, *Luff*, *Neptune*, *Innisfree*, *Fleur de Lys*, *Andromeda*, *Irish Mist*, *Pandora*, *Juliet*, *Rubicon*, *Blade Runner*, *Easting Down*, *Rusalka* and *Close Encounters*.

The group spread along the beach and enjoyed an afternoon of food and discussion of all things nautical, in keeping with the traditions of the club. At around 1600 most returned to their boats so the fire was doused. At least two crews returned to the shore for an evening barbeque and were visited by some seeking exercise. The weather continued as forecast and so it was a quiet night in Rosebanks, although some sought alternative anchorages.

Sunday brought the sunshine we had missed the day before, and one by one, boats moved over to Lodge Bay, but *Intrepid*, *Storm Fisher*, *Stryder* and *Talisman II* joined the second shore meeting. *Windclimber* saluted with a sail past and with the arrival of *Stryder* we had three members who had been at that original cruise.

That makes 20 Club boats to attend the 40th anniversary of the first cruise and shore barbeque of the Cruising Yacht Club of Tasmania. This is more than the total number of boats registered with the Club at the time of the original cruise.

The Club has prospered over the past 40 years, and may it continue to do so.



Ashore at Rosebanks



3 original members, Chris Creese, Erika Shankley & Nick Creese



Lodge Bay BBQ



Boys will be boys



At Burying Point



The fleet at Rosebanks



UPCOMING CLUB CRUISES

Cruise to Maria Island, 7th - 11th Dec 2015

Retirees' special! Escape the pre-Christmas rush with a leisurely cruise to beautiful Maria Island. Monday night in Norfolk Bay, go through Denison Canal first thing Tuesday (slack water high about 0830), returning Friday. There are no shops or fuel on Maria Island and limited fresh water, so be self-contained (although you can get to Orford in a couple of hours if necessary). *Cruising Southern Tasmania* pages 98-104 have information on Maria Is. anchorages, also the adjacent mainland. There are many enjoyable walks and, of course, history and furry animals to see. I will put out a call on VHF channel 16/77 at 1100 on Monday morning, but call *Juliet* anytime for information.

Relevant charts are:

AUS169 Plans in Tasmania (includes Blackman Bay) (latest edition is Jan 2005)

AUS170 Mercury Passage (latest edition is Oct 2006)

AUS171 Hobart to Norfolk Bay (latest edition is Jan 2006)

AUS797 Tasman Island to Mistaken Cape (latest edition is Jan 2008)

In addition, download the latest MAST information about the Denison Canal, from

<http://www.mast.tas.gov.au/wp-content/uploads/2014/09/Denison-Canal-Information-Sheet-8-December-2014.pdf>

and <http://www.mast.tas.gov.au/wp-content/uploads/2014/09/Denison-Canal-Chartlet-8-Dec-2014-Web.pdf>

MAST often updates this information in early December so keep your eye on it before leaving.

If you are planning to come along (to Maria Is or to the January Tasman Peninsula cruise) and have not been through Denison Canal before, we will arrange an informal briefing evening. Please contact the Cruise Coordinator, Andrew Boon (*Juliet*).

Andrew Boon

0400 651 532



31st December: New Year's Eve at the Quarantine Station

This is a traditional spot for our New Year's Eve BBQ. Anchor in Quarantine Bay then dinghy ashore to the new landing for a BBQ. Even better, get there early and have a look around the Bruny Island Quarantine Station (allow several hours). Bring your own everything.

The Quarantine Bay anchorage is described on pages 36-38 of *Cruising Southern Tasmania*. The chart is AUS173, D'Entrecasteux Channel (latest edition Aug 2008).

Cruise Coordinator: Andrew Boon (*Juliet*)

23-31st January: Tasman Peninsula Cruise

Depart on Saturday 23 January and head to Nubeena for the night, enjoying the Nubeena Regatta in the afternoon. On Sunday, sail to Port Arthur and spend two nights there. Then head around to Fortescue Bay, past or around Tasman Island, for another two nights exploring, walking, fishing. All subject to weather and sea conditions, of course. Depending on the conditions and the forecast, the cruise will then either continue north to Dunalley (via Marion Narrows), Norfolk Bay then home (3 nights), or back to Port Arthur then head home either via Adventure Bay, or Nubeena (also 3 nights). The areas are described in *Cruising Southern Tasmania*, pages 72-89 and 60-61.

Relevant paper charts are:

AUS169 Plans in Tasmania (includes Blackman Bay) (latest edition Jan 2005)

AUS171 Hobart to Norfolk Bay (latest edition Jan 2006)

AUS173 D'Entrecasteaux Channel (latest edition Aug 2008)

AUS174 Plans in Tasmania (includes Port Arthur) (latest edition Jun 2008)

AUS797 Tasman Is to Mistaken Cape (latest edition Jun 2008)

In addition, download the latest information about the Denison Canal and Marion Narrows from the MAST website:

<http://www.mast.tas.gov.au/recreational/speed-operational-areas/bridge-transits-denison-canal/>

The Cruise Coordinator is Paul Kerrison (*Irish Mist*). If you plan to go, contact Paul (ph. 0429 999 911 or email paulj.kerrison@bigpond.com) and he will keep you updated.

Women on Boats

Alan Gifford

Some people believe that when the planets are aligned or when ducks can be placed in a row, good things will happen. The beginnings and the evolution of the CYCT Women on Boats programme must have been timely, for its success has been remarkable and good things have happened.

Many events and many people contributed to the evolving story of the programme. Its genesis? Well, insights from earlier experiences, a meeting of like minds both from within the Club and from the wider boating community, changing social attitudes and most critically of all, an undeniable need. Significantly, Kim Brewer had joined the Club and had been elected to the Executive Committee bringing a wealth of knowledge and experience. Several member husband-wife crews, only recently returned from trans-oceanic passages and circumnavigations, providing excellent role models and strong impetus in support of women on boats. Indeed, the strongly held view of most women members was that women needed to know more and develop boating skills, in case of an emergency. However, nothing would have been achieved if the Club as a whole had not been prepared to venture into largely uncharted waters.

So, why such a programme, just for women?

Brief accounts of several events, played out a long time ago, started the reflective process for me and illustrate the emergence of the idea. Clearly, the women in each of these events with one exception, suffered embarrassment, shattered self esteem, anxiety and possibly fear. There was little joy, no satisfaction and no sense of accomplishment. It would be hard to believe that they held little more than disdain for the men in the stories. Each of these stories are factual – I know, I was there.

Late afternoon heading home, running down wind in strong gusty conditions. A 24' keel boat, no headsail, a full main and a largely inexperienced helmsman struggling desperately to avoid broaching as wild gybe after gybe threatened to end the day in disaster. A very frightened female and a small dog were the only crew. Tempers flared, orders and abuse were shouted at each other. A happy day on the water had turned nasty and for the crew, was to leave an unforgettable and unpleasant impression. The anxious and inexperienced skipper had vented his anxiety and frustration on his female companion who at the start of the day had placed her trust completely in the ability of her mate.

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It was a warm, almost windless morning, with the 34' yacht slowly making its way along the Broadwater under power. There were no bits of string to pull and play with, there was simply insufficient wind to fill the sails. She sat in silence on the bridge-deck knotted into a rigid fetal position, refusing to "have a steer for a while". Nothing that I said could entice her to relax a little and enjoy the morning. Much later, she explained that during a previous boating outing with another friend the high speed of his power-boat on the rough

sea had frightened her and that risks had been taken. Her friend over-estimated his capability and near misses failed to warn him of the risks he was taking. He compensated by barking orders that she could not understand. Clearly he lacked confidence and ability and tried to hide it behind bluster, abuse and meaningless orders. For her, all boating was destined to be a fearful experience.

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Trident 3 barrelled down the West Coast under her heavy-weight spinnaker. As a heavy steel sloop she revelled in the big seas and the 40K winds. She was first on handicap and the racing crew, which included one young woman, were prepared to push the tough boat hard to continue to open the gap on the thorough-breds of the fleet, which were rapidly falling behind in the wild conditions. No allowances were made for the single female crew and none were expected. Harnessed on, she worked the mast enduring drenchings from mountains of water and stinging spray that prevented her from seeing clearly. She was tough, capable, resilient and reliable. She had runs on the board and a sailing CV most of us blokes could only envy.

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Sitting in the cockpit of their yacht tied up in an Airlie Beach marina the small crew of blokes awaited the evening return of the charter fleet. It was always good for a laugh as nervous male skippers prepared to berth the boats in the lively sea breezes. You could hear them coming as barked orders to have fenders down and ropes laid out had crews scurrying around. The exasperated crews, often females, shouted for clarity and explanation. The language was usually blue, fuelled by excesses of lemonade. It was chaos, crews and skippers shouting at each other, boats driven into pontoons, engines roaring to avert disaster and frantic bellows "Fend off, for ..... sake. No, the other side!" Panic and confusion presented a breath-stopping spectacle.

Fast forward to late 2010. Kim Brewer and I had been elected to the Club's Executive and had frequent opportunities to discuss issues that faced women who dreamed of sailing and perhaps, one day would own boats of their own. Since its inception in 1975 the CYCT has involved women in sailing and boating generally. Many women members regularly skippered their family yachts and some had long ocean passages to their credit. The Club was not shackled by outdated conventions nor was it held back by the dirty bottom of chauvinism that blighted so many yacht clubs across the country. Yet by and large, the men of the Club, in common with clubs everywhere, called the shots, skippered the boats, spent the money and were the final authority on all things nautical.

We proposed a programme for the Club that would address the issues facing women on boats. As our thoughts galvanized it became apparent that the programme needed to address:

- Lack of knowledge and skill
- Lack of confidence
- Coping with fear
- Developing skills to compensate when brawn is needed

- Understanding emotions in stressful situations
- Communications given and received, both negative and positive, and coping with abuse and threat.

Our view was that the focus of the programme should be for women and only women. We felt it necessary to exclude the men of the Club from participating and we knew this was going to be contentious stuff. We took the view that it would be too easy for old habits and behaviours to kick in and for some of the women to look to male participants for help and leadership. For the programme to meet the perceived needs we reasoned that all leadership within the group and responsibilities for decision-making must come from the women themselves. That to really enjoy and succeed in boating, they must not be held back by lack of knowledge, experience, physical strength, disbelief in themselves or the disrespect of others. The menfolk of the Club, we argued, enjoyed many activities and programmes which, while promoted for all, were in reality not pitched at aspiring female sailors.

Thus, the idea of a programme just for women was floated. We offered the Committee an outline of what we proposed and our rationale. Discussion was lively and frank. But under the wise guidance of Commodore Chris Palmer a course was set that resolved the concerns. Some asked: "In this day and age of Political Correctness why should we discriminate so blatantly in favour of women?" Other asked: "Why should the Club be responsible for running such a gender-specific programme? Can't women do it for themselves?" and "Why can't women simply take part in the usual activities open to all?" Understandably, some of the menfolk felt that it reflected rather unfairly on them and on other men in the Club. There was very real concern that such a programme might be seen as failing to acknowledge the many Club women who fully participate in life on board their family boats. Others wondered if the Club could afford to fund such a programme which might involve speaker fees, room hire and other costs. With many matters to be addressed, we were asked to prepare a discussion paper for the next meeting on how the programme would be launched, run and managed.

It would be impossible to envisage such a task without the extensive knowledge and lifetime of boating experience Kim brought to that submission. Her generosity of spirit and perceptive understanding of what was needed together with her indefatigable enthusiasm was the perfect role model for the programme. On the night of that Committee meeting our planets were aligned and all our ducks stood in a perfect row. The Committee gave its unqualified support.

The programme was introduced to the Club membership at a Forum in February 2011. Some 80 - 90 members, men and women, turned out to hear about this bold initiative aimed at women. A panel of women members, some with extensive sailing experience, others only new to sailing, spoke to the meeting sharing their achievements and failures. Many of the speakers recalled the days when expectations dictated that they confine themselves to providing the drinks and food on board and to keeping the kids out of the way. One admitted she had been sailing for 15 years and for most of that time her only level of involvement was to sit alluringly in

the cockpit drinking Sauv Blanc. An invited guest speaker, a professional sports psychiatrist, Dr Jacqui Triffitt, spoke about confidence, communication and coping with fear. Her address also focussed on gender roles and how to respond to the expectations of others. Under the skilful guidance of Chairperson Lindy Jones, questions from the floor were addressed. The mood of the meeting was up-beat and supportive. The insights and input from the speaker and the frank and at times emotional contributions from the panel members captivated the meeting and were received enthusiastically.

At the end of the evening the meeting endorsed the aims of the programme and Women on Boats was launched. It was decided that meetings would be held for just one and a half hours in the late afternoon one day per month at which all manner of topics and subjects would be canvassed. The meetings would be relaxed and informal. Indeed, discussion ranged far and wide and often laughter would have members in tears. The eagerness to learn and share was palpable.

Well, the rest as they say, is history. The ladies have been meeting regularly ever since. The email address list has well over a hundred addressees. The group decided that all women should be welcomed at the meetings and that Club membership would not be a pre-requisite. If membership was sought they would of course, be welcomed into the Club. The meetings are relaxed and lively and topics range over every aspect of boating including engine maintenance, electronic navigation, lights identification, rope throwing, how to avoid smelly toilets, the rules of the road and the safe way to row a dinghy. Weekends away on yachts without a bloke in sight have been run with great success allowing the ladies full responsibility for every task required to take a boat to sea. Practical application is seen as every bit as important as theoretical considerations.

The women who have participated report a sense of empowerment, of achievement and enhanced confidence. They are thoroughly enjoying their newly acquire skill levels ("I berthed our boat for the first time and (hubby) wasn't there. It was just perfect."). Others have reported more co-operative management of their boats with husbands and partners who are now grateful for a load shared, all the load. Still others have found that getting down and dirty with their diesel engine is not the black art they thought, but rather fun. A few have taken the plunge and bought their own yachts. And the enthusiasm grows.

For several years I shared the presentation of topics with Kim. Now, Kim shoulders the responsibility with the help of members. It was a matter of great pride that my involvement was permitted and in conformity to the ideals of the group, I was conferred with the status of "honorary woman". Not too many blokes can boast that accolade. In 2012 a Sydney yacht club executive member read of the programme in the *Albatross*, contacted the Club and with our help adopted the model of the programme for the women of its own club.

The CYCT has every reason to be very proud of this wonderful, ground-breaking programme.

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## 'Albert Ross' Dispatches

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### Short-tailed Shearwaters

Albert, with a little difficulty, conceded the other day that it is true that these compatriots are incredible global fliers and that they are good swimmers too but pointed out hurriedly that on land their body shape makes them pretty hopeless at manoeuvring around. Come a windless day and they're as stranded as a yacht on still water, perched on their headlands awaiting a bit of a lift. Something is working for them though, because they remain the most numerous of Australian seabirds, approximately 23 million calling Australia home (when they're not diplomatically referring to the Arctic in this manner too). We may be a mere 500,000 or so on the island but their census records 18 million across 167 colonies in Tasmania and an estimated 11.4 million burrows. 'Capital city' is Babel Island with three million burrows. (Flinders named it because of the raucous seabirds so densely inhabiting the island.) 'Take boots if you plan to go there', says Albert, 'and be prepared to tiptoe over the snakes'.

In an earlier *Albatross* Albert noted their late September return and the industrious spring cleaning of burrows. He now reports that they are back from their November Antarctic revelries, having apparently cruised down, sometimes reaching speeds of 40 knots, making it a three to four day journey from Tasmania for most of the flock, but the feasting is apparently still worth it. Parenting is the next big thing on their agenda. Expect to see them fishing and rafting up on the water somewhere nearby during the summer months.

### Tasman Peninsula Fair

The seagulls, always an excellent source of gossip were overheard discussing the open invitation to yachties and boaties to attend the **Eaglehawk Neck Fair on Sat 6<sup>th</sup> February 2016** at the Eaglehawk Neck Hall. There will be a huge range of stalls – the seagulls are expecting easy pickings – and prizes for best bunting on the bay – perhaps avoid the yachts that weekend, they've been advising each other. There will be live entertainment and great meals at Lufra on Saturday night with a courtesy bus available for non-fliers until after last drinks are called.

### Plastic

The Pied Oyster Catchers mentioned to Albert that, their attention drawn to a flotilla of yachts, they had noticed a couple of people picking up plastic in the vicinity of Dunbabin Beach. They were inspired to ask Albert to pass on to the editor the idea that club cruises include a pick up and recording of 'the bane of their lives'. Further, they thought such monitoring was worth recording on the club website. And further to that, they believed that the club should then challenge other sailing clubs to meet or better their efforts.

'As well,' said Albert. 'What follow up on the gin flag idea?' The seagulls are keen to know.

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**Landmarks & other Coastal Features: Claytons Corner Janet Fenton**

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Increasingly cruising yachties are making the intrepid passage around Tasmania's south coast to Port Davey. In exploring this labyrinthine waterway, many make their way across Bathurst Harbour and into Melaleuca Inlet, where there is a quiet nook called Claytons Corner. The jetty there is a favourite refuge from the 'Roaring Forties' for small yachts and fishing boats, and ashore, just up the bank, is a small cottage hidden among the trees at the edge of the rainforest. Apart from Melaleuca and Maatsuyker Island, there are no other dwellings for miles and miles in any direction. How does it come to be here?

The story starts way back in the 1940s. Clyde Clayton, the fisherman who brought the mail and stores to the little tin-mining outpost at Melaleuca, was smitten on his first sight of Winsome King, who was helping her father Charlie and brother Deny King mining tin. Win and Clyde married in 1948, and Win's adventuresome life continued as crew on Clyde's fishing boat. They lived aboard *Arlie D* for the first few years, and then built a little home at Bond Bay on the northern arm of Port Davey.

This was a very pretty spot, but it turned out to be a bad anchorage in a southerly. Win remembered "The Big Scrub" that the King family used to visit by rowing punt, that was nestled in the entrance to Melaleuca Inlet. So in the early 1960s Win and Clyde moved house, literally. The house was taken apart bit by bit and transported on the deck of their new

fishing boat, *Stormalong*. And so was Win's garden! Green-fingered Win soon re-established her colourful and productive garden, full of dahlias and rhododendrons, vegies, and fruit trees. It was not long before the new spot became known as Claytons Corner. And not long before Clyde purchased an even bigger boat – many readers will remember the 80ft *Reemere*, which Clyde converted from a river steamer to a fishing boat on which he and Win could live comfortably during fishing trips. Clyde diversified, pottering with a bit of mining between fishing trips. And with *Reemere*, he was able to transport big cargoes for the tin miners at Melaleuca, including a 7 tonne front-end loader and heavy separating machinery.

After fourteen years at Claytons Corner, Win and Clyde retired in 1976 to live in less remote parts of the state. Clyde, however, had trouble settling down to retirement. They even tried farming in the north of the state, but Clyde could not take to a land-lubber's life. As Clyde put it, 'The anchor wouldn't hold in that red soil!' Eventually they found a weatherboard cottage on the banks of the Huon River at Franklin. At last Clyde was happy—he could moor his boat almost at



*Clyde and Win Clayton*

the back door. Because of course an old salt like Clyde could not live without a boat. In his retirement, Clyde owned a succession of five vintage wooden boats: *Kyeema*, *Belle Brandon*, *Lady Jane*, *Roma* and *Matthew Flinders*. Clyde, by then a widower, purchased the latter, and ex-pilot boat, in 1994, and made a number of trips back to Port Davey, the last being in 2004 at the age of ninety. Once again he was moored to the jetty at his old home in Claytons Corner.

So what of the house? When Win and Clyde retired in 1976 their cottage was purchased by the Parks and Wildlife Service. The house in time deteriorated in the damp climate, and was restored, with a lot of hard work, by a group of interested yachties and fishermen who formed a volunteer group, "Friends of Claytons", and worked in partnership with PWS during a number of working bees. Since then, Wildcare was created; it is an organisation of volunteer groups who care for natural and cultural heritage in Tasmania. One group, Friends of Melaleuca, took up the Claytons project, and its volunteers have repaired, painted and scrubbed, lopped and dug at Claytons during working bees over the past few years. Maintenance is always ongoing!

Friends of Melaleuca's latest undertaking at Clayton's is 'the icing on the cake'. With the help of a grant from Wildcare, we produced eight display panels depicting Win and Clyde's story during their time at Claytons Corner. Having written Win and Clyde's biography a few years ago, I had a good collection of photos and information to draw on for this work.

In recent times you may have seen *Stormalong* in the Wooden Boat Festival. After the Claytons, *Reemere* had a number of owners and eventually went to Vanuatu. Who knows what happened to her in the cyclone?

Win was a keen gardener, a passion that did not mesh well with seafaring! Nevertheless she managed to create an amazing garden. With the help of photos, and from my sister Mary who has a prodigious memory for plants, we were able to draw a plan view of the garden. This is the central feature of a panel, and is surrounded by photos of Win's flowers. Another one of the display panels tells the 'piano story', a favourite of readers of *King of the Wilderness* and *Win and Clyde*, and tells the chequered adventures of Win's piano – bushfires, sea voyages and the like. Other panels tell of the Whalers Point navigation light (on the northern shore of Port Davey) that Clyde erected and serviced for many years, and of the pygmy possums that shared the house with the Claytons.

Since Friends of Melaleuca hung the display panels during the summer of 2014-15, we have had some great feedback from visiting tourist groups and yachting visitors. And we keep thinking of other ideas to add to the homeliness of the place and to the visitor experience. We have added some small mantelpiece photos in frames, some issues of Clyde and Win's favourite magazines, *National Geographic* and *Your Garden* dated during the period of their occupancy, and a folder with additional information. There are other ideas, such as facsimiles of old visitors' books. Ranger Ian Marmion even suggested installing an old piano. Well, why not? It's been done before!



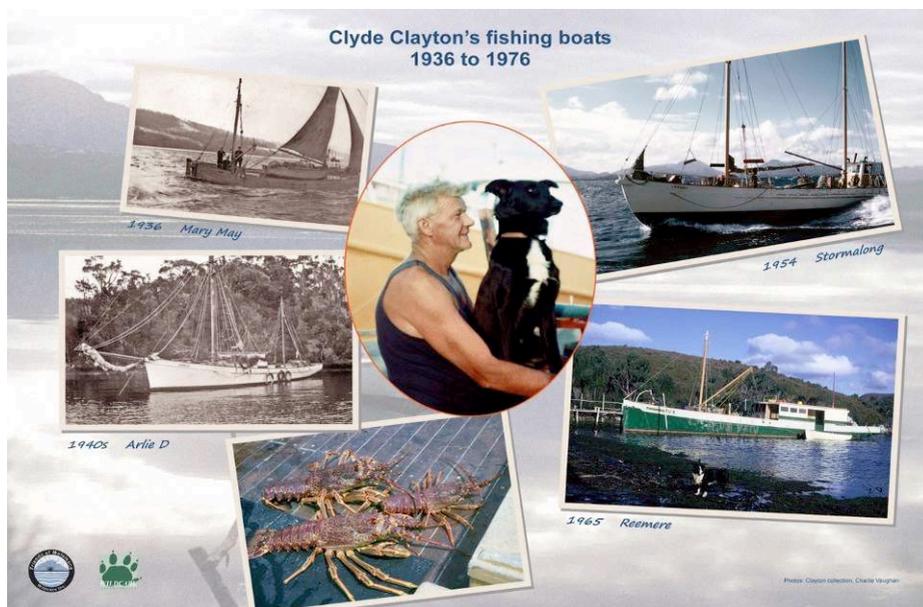
An introductory panel hung in the entry sets the scene. Portraits were a priority of course, and we chose to hang these in the living room. Photos of the four boats that Clyde owned as a professional fisherman, *Mary May*, *Arlie D*, *Stormalong* and *Reemere*, made an important theme for

I remember back in the 1960s and early '70s often calling in at Claytons Corner for a cup of tea and scones, hot from my Aunty Win's Rayburn, or staying the night, listening to long yarns by the fire in the evenings. It is great to see the house warming with memories again, and Win and Clyde's portraits looking down on us in the living room. We are pleased that the many tourist groups and boating visitors can now appreciate the lives of those who created this little home in the wilderness. We hope you enjoy the stories on your next cruise to Bathurst Harbour.

For more of their unique life story, read *Win and Clyde: side by side in Tasmania's far South West*, by Janet Fenton, Forty South Publishing, 2010.



Photographer: Ian Marmion



## Sailing Terminology

### Baggywrinkle

This word refers to a soft covering for cables, designed to prevent sail chafing.

'To get the meaning, you have to picture the sails sometimes filled and drawing hard against the shrouds, or sometimes slapping against the standing rigging during a tack or when the wind shifts suddenly. That kind of friction will wear out the sails, and cause tears and holes. To protect the sails, seamen used to improvise chafing gear out of old rope, wrapping it around the shrouds so that the strands stick out, providing a soft cushion for the sails. That chafing gear is called baggywrinkles.' (Seatalk)

Source: Mackenzie, M. [Seatalk.blogspot.com.au](http://Seatalk.blogspot.com.au). 'Seatalk'. N.p., 2015. Web. 31 Oct. 2015.

**ANSWER TO MARITIME MYSTERY OBJECT #16****Caulking Iron**

Caulking irons come in different styles (bent, nib, hardening and making) and are used in traditional boat building for making the seams between the shell or deck planks of a ship watertight by squeezing fibrous material (usually oakum) between the joins and covering them with pitch. If the fibrous material is used too sparsely water can get between the cracks. Conversely, too much and the planks could split apart.

Further information: DIY Wood Boat,. 'Wooden Boat, Building, Restoration And Maintenance'. N.p., 2015. Web. 31 Oct. 2015.

Do you have a mystery object you'd like to share? Send a picture (and the answer!) to [editor@cyct.org.au](mailto:editor@cyct.org.au)

*Yet it was beautiful out there, and after a time you learned a rhythm from the sea. The day would break, the sun would rise in the eastern sky, the sun would beat down from overhead, and then the light would fall away to the west and the day was gone. Your life was measured in pulse beats of the sun, ticks on a colossal clock whose pendulum had its pivot among the stars and its weight on the wave tops... the sea was calm. The sea was stormy. The sea was always there, regular and sure, swelling up and down, massive and huge.*

~ Hans Roth

Source: Roth, H. 1972. *Two on a big ocean*. The MacMillan Company, New York.

Available from the CYCT Library.

An audience of young people sat spellbound on the grass by the pier as he unfolded his yarn. He stepped sideways, catching his balance as though on the deck of a boat pitching into heavy seas. He was dressed only in ragged briefs. His beard unfurled in the breeze, and his skin was tanned the colour of English tea. His little broad-beamed gaff ketch lay alongside the bulkhead basking in the Bermuda sun, nudging her fenders as though she had heard this story a hundred times. I winced in pain at the part where his beard became fouled in a sheet block, and had to be cut off with a rigging knife. The seas were higher than the mainmast, the winds hurricane force. The storm trysail flailed away, but it was too dangerous to go forward and take it down. The wind shrieked in the rigging. Legs wrapped around the mizzen mast, hang on and let her ride, bucketing down the waves, the bowsprit plunging into the troughs. Tonnes of water washing over the decks, but plenty of seaway to the West.

What? Plenty of seaway? Well, that spoiled the story for me. You see, in a good sea story nothing ever goes right except by accident or dumb luck. Of course there is always a happy ending otherwise who will tell the tale? Good sea stories always end up in calm harbours where wounds can heal and repairs can be made. . . and where the story can be told over a glass of rum paid for by admirers.

The more I think about sea stories, the more I wonder why we ever put to sea. We all know that some day we will pop our head out to have a look around and see both sides of the bow of a tanker. (That is one of my sea stories, which I will tell you all about some other time.) We spend almost all our time at sea worrying about the dreadful things that may happen. What if a hurricane develops, or a whale staves in the hull, or a shroud parts? What if I fall overboard? Now, you tell me, does this sound like fun? So why do we do it?

For the sea stories!

I recall standing at the rail with a shipmate watching Martha's Vineyard sink over the horizon. "Why?" he moaned. Three months at sea with seven ugly men. Too much work. Too much trouble. I must be crazy!" Of course, after the voyage, and a few weeks ashore, he would be standing at another rail, watching another beach disappear, and sing that same miserable lament. During his time ashore, he would be the centre of attention, busy telling his stories and getting drunk. Getting drunk is important, because that improves the stories.

After everyone has heard the tales, and the hangovers have eased leaving a sick hollow spot in the soul, it's off to sea again to reap a new crop of stories about important things: storms, cold, terror and death: the stuff good sea stories are made of.

*The editor eagerly awaits your own sea stories. For more of Mike's work see [Seatalk.blogspot.com.au](http://Seatalk.blogspot.com.au).*

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**Sailing Memories**

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**Julia Greenhill**

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The November cover of the *Albatross* brought back memories on this 40<sup>th</sup> anniversary year of the club. To quote Ratty, “messing around in boats” was never dull, and club members shared many varied experiences in beautiful anchorages, providing plenty of chatter around the barbecue or over a sundowner.

One beautiful morning at Mickey’s, a number of club boats were enjoying the day, with the children playing on the beach and Ann on *Melody* setting out lunch on the deck. The lunchtime forecast then surprised us with news of a South-West change expected. As the announcer finished, the late Ken Newham, a Life Member of the club, broke through on the radio to say that a 40 knot SW change had just passed them at Pedra Branca. The mood changed dramatically at Mickeys, with frantic calls to children on the shore and the noise of engines starting and anchors being raised, and very soon Ann’s salad was flying in all directions. The vagaries of Tassie weather had struck again.

Several of the club boats in the early days had young people on board. One cruise to the Quarries meant lots of swimming, dinghy fun and wind surfing. When my late husband, John, swam over to a neighbouring yacht and climbed on board he was surprised to receive an electric shock – the lifelines had become an electric fence! In usual club fashion consultations were held and the problem was soon fixed.

Then there was the time in Wineglass Bay when the crew of *Melody* and *Moonbird* looked down from a walk to the Saddle to see *Melody* sitting on the submerged rock near the shore. Luckily a Triabunna fishing boat, the *Ivan Cotton*, was close by and came to the rescue and pulled her off, as Bill and Ann raced back along the beach. Later that day, the *Ivan Cotton* fouled its propeller with a rope, and John was able to return the favour by snorkelling over and removing the rope.

Many years ago, as we sailed past South-West Cape on a lovely summer day, heading for Port Davey, we heard on the radio that our friends on *Melody* and *Neptune* were in Spain Bay, so it wasn’t long before we were joining them for a wonderful few weeks. And years later, as we arrived in Kettering from our Pacific cruise, Andrew and Judy Boon were there and welcomed us back.

So many memorable moments with good friends, good sailing, and always a helping hand when needed – our family were not original members as we were overseas, but the Cruising Yacht Club of Tasmania has been an important part of our sailing experiences and enjoyment.

Julia Greenhill (*Moonbird* and *Ilinga*)

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**Recipe: Fruit Mince Biscuits**

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**Jackie Zanetti**

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If you're heading off on the boat over the holidays, these are an easy to transport alternative to mince pies and will keep well for at least a week in a biscuit tin. They could also be easily made on board if you've got an oven!

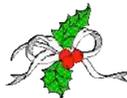
- *½ cup canola or vegetable oil*
- *½ cup sugar*
- *1 egg*
- *¾ cup fruit mince*
- *1 ¼ cup plain flour*
- *2 teaspoons baking powder*
- *1 teaspoon vanilla*
- *¼ cup chopped walnuts*



Mix all ingredients and drop dough by tablespoons onto greased or lined baking sheet.

Bake at 180°C for 10 minutes. Cool on sheet briefly before transferring to cooling rack.

Makes about 2 dozen.



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**On 40 years of boating**

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**Roger Lock**

The 40<sup>th</sup> anniversary barbeque reminded me that the construction of our first cruising boat began in 1975, the year of the inauguration of the Cruising Yacht Club of Tasmania.

I first sailed on a Ferguson, owned by the doctor at Premaydena, in about 1958. In 1959 one of the members of my new class at school asked if anybody knew how to sail because he needed crew for the Royal Hobart Regatta. I put my hand up and sailed on the Cadet Dinghy *Query* until we reached the age limit, 17 and a couple of years later I joined the crew of *Sea Goon*, a Gwen 12, and learned to handle a trapeze and a spinnaker with more power than the Cadet.

Patricia and I married and moved to Canada where we bought a VJ 4 metre open sailing dinghy in partnership. I dreamed of 36 footers and collected plans and determined that costs exceeded possibilities. Patricia said 'Why don't you build one.'

We were living in Montreal when the details of Flicka were published in several magazines. Next year we passed through Walnut Creek, California and bought a set of plans from Bruce Bingham, the designer and once back in Hobart I laid the keel to the Flicka in New Town in 1975. The 'keel' in this case was a pipe bent to the shape of the profile of a ferrocement boat and shaped by the boat builder who was preparing the *James Craig* for her trip to Sydney for restoration.

Six years later we launched *Pajan*, 20 feet long, standing headroom 6 feet under the beams, 6 feet 2 between the beams and bunks for four. I had always fancied naming my boat 'Andromeda' but you can't fit a nine letter name on a 20 footer.

As the family went cruising, Patricia said we should join the cruising club. I was involved in a professional body which met on Tuesdays and so Patricia joined although we couldn't get to monthly meetings. After attending some cruises, I wrote an article for the *Albatross* enquiring whether there were any more members in the Club, as we had been the only attendees. Eventually other members showed up, we became more involved and since then we have both served as Commodore and in other positions.

After 15 years cruising in *Pajan* the opportunity arose to acquire a Kaufman 36 built by Huon Yachts. This was large enough to handle a nine letter name, and so she was renamed



*Andromeda.*

Seventeen years later *Andromeda* is an enthusiastic member of the Cruising Yacht Club of Tasmania. We cruise throughout the year, having fitted a heater in the first year of ownership. We don't subscribe to the theory that there is a cruising season. Sometimes a trip from Kettering to Barnes Bay for the weekend is a good cruise. *Andromeda* has not been out of the State in our ownership but visits the west or east coast from time to time and Norfolk Bay most years. We use the boat about 100 days per year when we are at home.



### Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to keep in mind when preparing items for the newsletter. Please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, **not** in “inverted commas” or capitalised.
- Photographs should be in .jpg format. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20<sup>th</sup> of each month (there is no Albatross in January).

**Not a CYCT Member?** Then download an application form from the Club website – [www.cyct.org.au](http://www.cyct.org.au). 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!*

*There is nothing like lying flat on your back on the deck, alone except for the helmsman aft at the wheel, silence except for the lapping of the sea against the side of the ship. At that time you can be equal to Ulysses and brother to him.*

*~ Errol Flynn, Actor*

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**Cruising Yacht Club of Tasmania**  
**General Meeting held at the DSS on 3 November 2015**

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**MINUTES**

**Opening**

Commodore Andrew Boon declared the meeting open at 7:30 pm and welcomed those attending.

**Attendance and apologies**

Forty members registered their attendance. Ten apologies were recorded on the attendance sheet. The attendance sheet is filed with the official copy the Minutes.

**Minutes of the last meeting (6 October 2015)**

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Leigh Miller, seconded by Ottmar Helm.

**Business Arising from those Minutes**

There was none not already covered elsewhere in the agenda.

**Introduction of new members and presentation of burgees**

Catriona and Paul Fitzgerald were welcomed to the Club by the Commodore and presented with their burgee. Catriona and Paul introduced themselves and their boating background and interest.

**Rear Commodore's Reports**

Catriona's report was published in the *Albatross*. Specific points noted at the meeting included:

- Members were advised that there would be no meeting in December with the key social activity being the Anniversary BBQ on 5 December.
- A BBQ is also planned at Wave Station (Middleton) on 16 January. Further details will be provided in the *Albatross* and on the website.

**Treasurer's Report**

Alex advised that there was little to report this month. Subscription receipts are now complete. A copy of the monthly report was made available for members interested.

**Reports/comments from other Officers/Members**

There were several comments from a number of officers/members as follows.

- **WoBs:** Catrina advised that 27 members attended the last WoBs meeting run by De Deegan and Barbara Tucker on passage planning. The next meeting is on 17 November and will focus on scenarios and problem solving. For the benefit of newer members, Andrew advised the WoBs meetings are general held at DSS in the Training Room at 5:00 pm on the 3rd Tuesday of each month (details on the website).
- **40th Anniversary:** Leigh advised that the Anniversary Cruise would be held on 14 and 15 November with the actual Anniversary of the inaugural Club cruise being 16 November (1975). Leigh also reminded members of the Anniversary BBQ at Dru Point. The BBQ is a BYO everything event and past members are encouraged to attend.
- **Forums:** Hans commented on the excellent forum held in October with Jessica Gatt from Logix Group making a presentation and answering members often highly technical questions on corrosion protection. This was the last forum for the year and Hans thanks those who participated in the series through 2015. Members should talk to Leigh Miller and Richard Philpot if they have particular topics of interest for next year's forum program.

Andrew thanked Hans and Ottmar for an excellent series of forums during the year.

- **Name tags:** Julie Macdonald advised that the name tags have been reorganised. Regular attendees should place their name tags on the board after the meeting. Otherwise they should be returned to the appropriate plastic bag for later use.
- **Cruise report:** Lew Garnham reported that 13 boats participated in the Nubeena/Norfolk Bay cruise (22 - 25 October). He noted 3 cruising moorings are now available in Nubeena (CYCT, MAST and DSS). The cruise include overnight anchorages in Nubeena, Dunbabin Point and Flinders Bay, dinner at the Nubeena Tavern and BBQs at Dunbabin Point and Monk Bay. The weather was good but the winds were not always as desired by the sailors.
- **Friends of Tasman Island:** Erika Shankley advised copies of the *Lighthouses of Tasmania* calendar are available for sale (\$20). The calendar is produced by the Friends of Tasman Island to raise funds for restoration and environmental work on the island.
- Paul Kerrison provide news of Phil & Helen Hebblethwaite who are currently in Malaysia and recently met up with Peter & Chris McHugh in Langkawi. Phil and Helen are currently planning their return to Tasmania after an extended period of international cruising.

### Commodore's Report

The Commodore's Report was published in the *Albatross*. Specific comments for the meeting included the following:

- a) **MAST briefing:** Andrew attended a MAST recreational boating industry get together on 28 October. Particular issues raised included the following.
- Life jackets: (i) Reports and videos from previous demonstration activities are on the MAST website and are recommended viewing. (ii) Inflatable life jackets need servicing and should also be checked directly for problems like loose gas "bottles". There have been casualties because of these issues. (iii) MAST is looking at changes to testing methods to encompass more realistic conditions (water conditions, clothing etc.). (iv) Self checking is a good idea - refer to the standard. A new draft standard has been published for comment. Keith Wells recommended all members undertake a trial of inflating their life jackets.
  - Cold water immersion: There is little awareness of this issue. Seldom mentioned in Coroner's reports. MAST is advising the Coroner on this issue.
  - Fish farm lighting: MAST is facilitating the implementation of new fish farm lighting with dedicated flash sequencing for each farm. Adjacent farms will be sequenced differently to enable clear delineation. Implementation timing is not clear.
  - Kayaks/Sit-ons: Now being sold in large numbers. MAST is stepping up efforts to educate suppliers on safety, weather etc.
  - Navigation aids: MAST is now responsible for some NavAids which are no longer considered important for the commercial boating sector but remain of value for recreational boating.
- b) **Mariners Cottage:** The Wooden Boat Guild has written to HCC (4 - 5 week ago) expressing interest in the Mariners Cottage. CYCT has indicated an interest in being included in any subsequent discussions. However the Club interest is limited because the cottage is really too small for most activities.
- c) **VHF Radio Certification:** Andrew noted the new Australian Waters Qualification which seems well suited to the needs of members. Online courses are available but there are no accredited assessors in Tasmania (and only 1 on the mainland). It is hoped that this will improve. Andrew noted that some 70,000 radios have been sold compared with only 20,000 licenses issued.
- d) **Forthcoming cruises:** The following forthcoming cruises were noted. Refer to the recently updated website calendar for further information.
- Anniversary Cruise to Rosebanks, 14-15 November, coordinator Roger Locke (*Andromeda*);
  - Ralphs Bay, 28-29 November, coordinator Andrew Boon (*Juliet*);
  - Maria Island, 7 - 11 November, coordinator Andrew Boon (*Juliet*);
  - New Year's Eve, Quarantine Bay; coordinator Andrew Boon (*Juliet*)
  - Simpsons Bay, 10-11 January;
  - Tasman Peninsula, 23-31 January, coordinator Paul Kerrison (*Irish Mist*). Paul noted that 13 boats have expressed interest. Any others should let Paul know.

Further communications will be by email with those who have indicated interest.

- e) **Eaglehawk Neck Fair:** Andrew noted the flyer advertising the annual Eaglehawk Neck Fair on 6 February - visitors by boat welcome.
- f) **Vice Commodore position:** Andrew advised that Lew Garnham has volunteered for the Vice Commodore position.

### Next Meeting

No GM is planned for December and January.

The next GM will be on 2nd February 2016, 7:30 pm, at DSS.

### Close of formal business

The formal meeting concluded at 8:10 pm.

### Guest speakers

Catrina Boon introduced the guest speakers for the evening, the crew of *Mojombo*. Vicki Sherburd, Gary Willmott and their children Zeke and Nina all participated in a fascinating presentation covering different aspects of their recently completed 5 year trip around the world. Aspects covered included the many animals encountered along the way, the Panama Canal, different boats and sailing traditions encountered, peoples and places and many practical aspects about their journey.

Catrina thanked the family on behalf of the Club and presented the customary bottle of wine.

### Close

The meeting concluded around 9:30 pm.

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## 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 an orange 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](https://secure.cyct.org.au/mooring_guidelines.php)





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