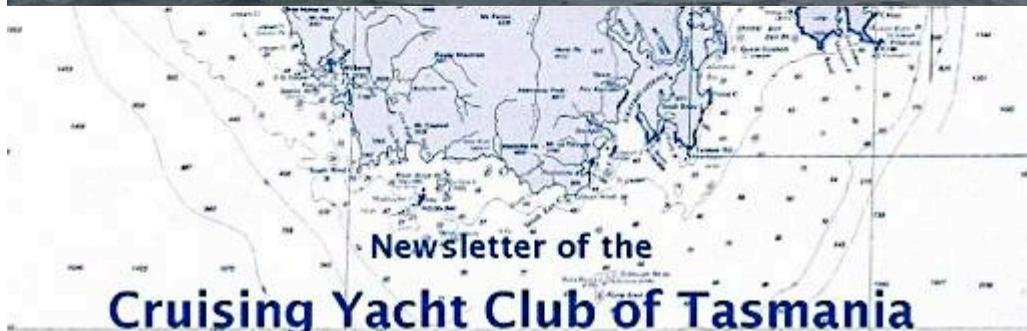


Albatross

Volume 42 No 10 November 2016



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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



Cover page: *Juliene* on the Derwent approaching the Iron Pot on the Show Day cruise, 2016. *Juliet* in the background.

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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.

Payments to CYCT can be made by direct deposit or transfer to this bank account:
 Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573
 Please include your name and brief details of the purpose for the payment.

Club Moorings: See p. 21

CYCT CALENDAR	
<u>NOVENBER</u>	
Tues 1 st	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speakers Dr. Christine Crawford and Dr. Kerrie Swadling from IMAS. Environmental factors influencing the water quality and plankton in Storm Bay.
Wed 2 nd	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 8 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron: Marine Toilets Demystified.
Sun 20 th	Day cruise to Richardson's Beach. Meet at Richardson's Beach at around 11.30. BYO family and picnic lunch. Croquet and cricket on the beach.
DECEMBER	
Tues 6 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker David Grainey – Experiences from the Volvo Round the World Yacht Race
Wed 7 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 10 th	Christmas Party at the Wavestation, Middleton. A shared relaxed lunch is planned. More details on the website or email Sheenagh Neill

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!

Editorial



Sheenagh and I recently returned from 3 weeks in Queensland where we sailed a Schionning Wilderness 1620 catamaran north from the Gold Coast. It was our first time on a big cat and also our first time sailing in Queensland waters, which made it a wonderful learning experience, as well as being a very pleasant time. What I found most interesting was the different conditions at some of the anchorages, from what we are used to in southern Tasmania. When we called into Bundaberg Marina we were berthed next to a local boat called *Awaitea* (Dave Keech). Dave showed me some of his innovations, developed over many years of cruising the area. His anchor had a large stainless steel tooth welded to its bill. This provides extra bite for his CQR for quicker setting. He also uses an 18 kg lead weight that he positions at the boat end of the anchor chain. Dave said that this keeps the chain angle low in a breeze and assists with keeping the anchor set. Dave attaches a buoy with a strobe light to his anchor, so that he and others can see the location of the anchor very distinctly. He also has (given as a present from the local sailmaker) a flag on a buoy to express his displeasure at other yachties dropping ground tackle on top of his.

All of these innovations made sense when we anchored in Pancake Creek a day out of Bundaberg. There is a ripping tidal current in a relatively narrow anchorage at the head of a large body of generally shallow water, with extensive sand banks throughout the system. With a wind at right angles to the current, it is impossible to know where anchors are sitting, and there can be quite a few boats in a relatively small area. We had boats dropping anchors in our swing zone, anchoring on top of us, boats dragging into sand bars (particularly as the tide changed) then repositioning – at night. We dragged twice – the change in tide flipped our anchor and one night we had to motor away from a cat that was bearing down on us in a squall, and popped our anchor. I can now really appreciate the conditions that influenced Dave in the development of his anchoring equipment. If any CYCT members visit Bundaberg, Dave extends a cordial



Modified CQR

welcome and an open invitation to visit him on *Awaitea*. He has a wealth of local knowledge regarding sailing, where to catch a grunter in the Burnett River, crabbing tips, and may even share a glass or two of his boat-distilled rum.



Dave Keech with his danger flag

Christian

Commodore's Report



The 2016-17 sailing season has officially opened and the Opening Day sailpast was held in wonderful weather – I hope everyone who took part had an enjoyable afternoon on the water.

Your committee has been busy organising events for the coming year as well as pondering the future direction of the club in a general way. However, we still have a vacancy: the position of Secretary remains unfilled. I would urge everyone to consider offering themselves for this role. Immediate past Secretary Mike Ponsonby has been standing in, but Mike has taken on another role that means he won't be able to carry on. The duties of the Secretary are well defined and documented; Mike is willing to provide as much training and assistance as is needed so don't let inexperience with committees or the Club hold you back. If you would like to give this a go, please contact Mike or me and we will send you the 'duty statement'.

Inauguration of our Facebook page has been delayed as Vice Commodore Sheenagh has been away, cruising, would you believe! Stay tuned for more developments on this front.

We have submitted an expression of interest in setting up a stand at the 2017 Australian Wooden Boat Festival. Reports are that demand for space at the Festival, both on and off the water, is very high. We are hopeful of being included and, if so, will be looking for volunteers to staff the CYCT stand. Rear Commodore Catrina has progressed arrangements for the welcome barbecue for visiting cruising yachts at Government House during the Festival; this promises to be a social highlight!

The Club has been invited to attend a meeting between fish farm companies, regulators and those affected by the presence of fish farming activities: sailing, boating and recreational fishing groups. The meeting is part of a 'consultative' process, where the companies are looking for feedback on their proposals for future expansion and changes. We welcome the opportunity to provide feedback to the companies and will have representatives attending this meeting.

Best of luck to the Women on Boats members who are undertaking a radio certificate course. It's great to hear new voices on the air and it is vitally important that everyone aboard our (generally) short-handed boats is competent and confident in the use of the radios.

Finally: it's time to go cruising! We have a great programme of cruises so make your choices: the south-east, east coast, Port Davey, the Furneaux Group or all of them. And after all of that: the Whitsundays – why not?!!

Andrew Boon

Vice Commodore's Report



We have recently returned from a 3 week crewing job in Queensland. We started on the Gold Coast and made our way up the coast to the Keppel Islands. It was on a 16.2 m (53') Schionning Wilderness catamaran. An extremely spacious cat and very different to sailing a monohull. A home for the owners, *Thor* had some home comforts I've not seen on a yacht before. In the galley she had a proper large coffee making machine, microwave, 3 fridge/freezers, washing machine, desalination water maker, inverter, diesel generator, sewage treatment, a wifi satellite communication system, personal man overboard alarms and so on. She was still a sailing boat with most of the work done from a raised helm position. The navigation instruments were brilliant with linked AIS, radar and touch screens. The system could be linked to your phone or iPad for remote autopilot or anchor checks. Large tides, big sandbars and 'anchor sailing' were all new learning experiences for me. Swimming in seas of 24°C was interesting especially as the locals thought the water was too cold. Wildlife was spectacular with highlights being dugongs, turtles, dolphins and whales.

It was a bit of a shock to my system to be out sailing on our yacht 3 days after our return on the Show Weekend Cruise, especially in extreme weather conditions. Sixteen boats registered to go and, understandably, half withdrew for various reasons. Eight yachts' crew had a very enjoyable time away and we seemed to miss most of the rain (but not the wind) Hobart received. I was surprised when we saw kunanyi covered in snow on our return. We had a great sail to each destination with the sail from the Pot to Connolleys Marsh being a particularly invigorating highlight. The social gathering on the Friday night on a tidal beach at Cascades was one to remember. I loved meeting all the CYCT members who came out on this cruise, so many of whom have had a lifetime of experiences on the water. Sharing the fresh food produce and tasting drinks well into the night was fantastic. Thank you to all who attended.

Upcoming cruises for your calendar:

20th Nov Richardson's Beach; bring the family for a picnic lunch, cricket and croquet on the beach. BYO everything. Please email me to register your interest in this event. This is a weather-dependent day cruise .

10th Dec Wavestation Middleton, Christmas Party. Organized by Catrina Boon, Chris Creese and Sheenagh Neill. Drive or sail to the Wavestation. Boats A-N please bring a dessert to share; N-Z please bring a salad to share. We do not anticipate Santa being in attendance.

31 Dec -2 Jan During this festive period please fly the Albatross burgee.

Sheenagh

Rear Commodore's Report



Thanks to Barbara and Phil, for what I'm told was a very entertaining and informative presentation at the October General Meeting!

Our guest speakers for the November meeting will be Dr. Christine Crawford and Dr. Kerrie Swadling from IMAS. Their topic will be "Environmental factors influencing the water quality and plankton in Storm Bay."

I can't believe that December is almost upon us and the last General Meeting for the year will be held on Tuesday December 6th. Fellow club member David Grainey will be presenting at this meeting. He will be sharing his experience on the Volvo round the world yacht race.

I hope that many of you will be able to join us for these meetings.

Catrina Boon



Phil Bragg and Barbara Weetman presenting at the October GM (image Julie Macdonald)

Women on Boats

October saw a gathering of thirty WoBs' members keen to learn about cruising up the Australian coast from Tasmania to the Whitsundays. De Deegan and Jan Wooller shared their extensive knowledge and experience in an interesting, enjoyable discussion. Topics included 'Best provisioning locations', 'Preparing the boat', 'Looking after the crew' and 'Crossing tricky sandbars'. There were heaps of useful tips to be had and everyone felt encouraged to set sail for coral islands and sunny climes. It was a great night and everyone gave a sincere clap of appreciation to De and Jan. Fifteen women continued on to share dinner and the warmth and friendship around the table was terrific.

The November meeting is entitled: Marine Toilets Demystified. It is obviously one not to be missed and is scheduled for November 8th, 5.30pm at the DSS.

Fiona Preston is off on another adventure this month. She's crewing on a delivery from Southport to Tassie and is keen to gain sailing experience and extend her cruising atlas. We wish her a smooth passage and not-too-exciting encounters with whales and wild weather.

By the end of October there will be twelve more qualified VHF operators thanks to a course organised through DSS. Great to see the enthusiasm and skill level of our group going from strength to strength.

Wendy Le Cornu

A History of Port Davey

Tony Fenton (Deny King's grandson) is crowdfunding the publication of a book: "A History of Port Davey, Volume One: Fleeting Hopes." To find out more about it and to make a pledge, please go to: <https://pozible.com/project/publication-of-fleeting-hopes> This is a great way to pre-order the book. Tony would really appreciate anyone contributing to this.

NB: crowd funding is a way of pre-ordering the book and paying in advance that allows the author to pay for the publication of the book if enough people make a pledge. (ed.)

Final Winter Forum on Insurance matters

The final winter forum on insurance was held at the DSS training room on Tuesday October 25th and attracted about 16 members.

The two guest speakers were insurance brokers Neil Hay and Graham Jacques. Both presented interesting and pertinent matters of a general nature before moving to the question phase which elicited many issues and clarified most to the evident satisfaction of all attendees.

Neil outlined the role of the insurance broker and advanced a strong argument for boat owners to use a broker rather than an agent; the core point being that the broker acts as an agent for the insured client and in any dispute with an underwriter the broker's weight will count for much more than can the individual boat owner's. An agent acts on behalf of the insurer. He also outlined the internal dispute processes including the use of the Financial Ombudsman Service, where, if required, the broker would be of considerable assistance to the client.

Graham presented detailed coverage of many issues affecting boat owners, and there was a wide range of questions that followed. The general insurance industry is worth about 115 billion dollars annually in Australia and disasters such as Cyclone Tracey were recounted in terms of current values or costs; disasters in one field result in policy costs rising across all insurance classes and across all regions.

For those who have moored vessels, Graham presented copies of the 2016 MaST Mooring Review and made copies available to members who were present. If any member would like to peruse a copy I have one available for loan.

The essential point to note is that moorings should be fully serviced at a minimum of every two years, preferably more frequently. Many insurers will only cover you on a mooring if the mooring is serviced every 12 months rather than the two years that MaST requires. Some insurers have refused to insure moored vessels altogether. In the event of a claim, insurers would certainly want to see documented evidence of a professional mooring company service within the preceding relevant timeframe. Contractors would be expected to lift the mooring block and inspect it as well as replacing all defective parts.

Graham also outlined changes that will occur from 2017 when AMSA takes some of the role for commercial vessels currently filled by MaST; the implications for staffing at MaST are of concern for recreational boaters and members may want to follow up on this by contacting MaST to obtain more details of the changes occurring.

There was some discussion on matters such as the risks of marina fires and recent disasters such as the loss of the Mersey River marina during the winter floods received passing mention.

There was much discussion on the question of what is meant by “agreed value”, without which the insurer is able to have an independent assessment of current value and in the event of a loss of vessel make such a final settlement. The best advice was to ensure that the “agreed value” is kept up to date at least every 4 to 5 years by use of a survey conducted by a recognised and qualified marine surveyor. Check through the Institute of Marine Surveyors of NSW. Some local surveyors were mentioned but it is not the role of this publication to publicise independent businesses.

Leigh Miller

Cruise Hobart to Melbourne on *Tenacious*



Tenacious in Bora Bora (Image courtesy of Jubilee Sailing Trust)

The Jubilee Sailing Trust is a UK based charity that owns and operates two tall ships, *Tenacious* and *Lord Nelson*, which are designed to be partly crewed by people with disabilities.

Tenacious will be at the Australian Wooden Boat Festival in February next year, but will also be in Hobart in early November. It has a limited number of spaces for her passage from Hobart to Melbourne from 12th to 18th of November for able-bodied people and people with a disability.

CYCT members who sign up for this voyage will receive a 10% discount on an already discounted price: Price to CYCT members is \$1 593

If you would like to apply, then visit the Jubilee Trust website for details and the application form. <http://jst.org.uk/australia/> <http://jst.org.uk/voyages/hobart-to-melbourne/>

Note: use the promotional code CPALMER when you apply to get the 10% reduction.
Chris Palmer

Introducing New Members

Kath Veel

When I was 18 my then father-in-law-to-be had an S&S 34 built. Weekend visits to the yacht in progress and then Sunday sailing on Pittwater were my introduction to yachting. I discovered I loved it, and nine years later, after a marriage break-up and some directionless years, I invested \$6,000 in a pretty 24 footer, carvel planked with many broken ribs and a Simplex petrol engine. Guided by shipwright Steve Bartlett at Castlecrag Boatshed I fixed her up and began sailing on the harbour with trips to Pittwater, Lake Macquarie and Port Stephens. I enrolled at navigation classes at Sydney Tech and joined the Coastal Cruising Club (where I met some CYCT members), and began to think of myself as a yachtie. In 1981 I sold *Marana* and bought *Quest*, a 26' Harrison-Butler which I lived aboard and cruised further afield along the east coast with Jeff



Rigby, my present husband. The CCC began the AYF training scheme and I qualified as Yachtmaster Offshore. I soon began offshore racing as well as teaching sailing and skippering a couple of delivery trips.

In February 1989 three friends and I got together with the idea of an all-girl Sydney-Hobart campaign, and, after a year of fund-raising, finding sponsors, crew-selection and training and heaps of support from many people, we crossed the line in Hobart aboard the Peterson 44, *Belles Long Ranger* (ex *Ragamuffin*). This was the birth of *Women on Water* which went on over the next ten or so years to provide opportunities for women to sail and compete in the Hobart.

With mixed feelings we sold *Quest* and moved to the Blue Mountains to raise our young son. We sailed a Mirror dinghy and had a couple of sailing holidays, but years later with a grown-up son, there was still unfinished boating business. On a visit to Hobart for the Wooden Boat Festival in 2009, I bought *Quintet*, a 30' NZ timber boat built by Geoff Simpson. It was an impulsive decision, but has been most rewarding. I had known and admired *Quintet* years ago in Sydney, and my Kettering friends made it easy for me to keep her there. I spend a few months each year aboard *Quintet*, refitting her and exploring The Channel, whilst in Sydney volunteering with *Sailors With disAbilities* continues to expand my horizons in sailing.

Oh yes, my other life has been as an Art Teacher, and I enjoy painting, especially marine subjects.

APPLICATIONS FOR MEMBERSHIP

Wendy Fletcher and Ian Fletcher

Xantia

Jo-Anne Lentern

Dingo

Chris Vautin and Helen Vautin

Northwind

These nominations 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.

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
 - Boat names should be *italicised*, **not** in "inverted commas" or capitalised.
 - Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
 - Photos must be your own or clearly attributed and should include a caption.
 - The deadline for each month is the 15th (there is no *Albatross* in January).
-

GWBF and Merlyn's return - Geelong to St Helens

Brian Walpole

The wooden boat show was based around the marina at RGYC. It is about a third the size of Hobart's AWBF, but probably equal in quality, as there are so many older boats on Port Phillip, and much more wealth to restore and cherish them. Two highlights were the 50 fleet race from Portarlington, which serves to deliver the fleet to Geelong on Friday afternoon, then the Concours d'Elegance on Sunday, with over 100 older sailing craft on the water, in four size related divisions. My crewman, Geoff Heriot, had a presentation on wooden boats and Tasmanian waters, with a dissertation on *Ileola*, the three-masted 50-footer. Some may remember her charismatic rotund builder and skipper, Geoff Woods, parading around Hobart and Devonport wharves after the Christmas series of races, with his effervescent young crew of sea cadets, hundreds of whom he introduced to sailing and racing.

We left Merlyn in the hands of Tim Phillips' (of *Storm Bay* fame) Wooden Boat Centre, for some needed renovations, painting, and motor service (and to remove the shredded Jabsco impeller shards from the cooling system!)

The trip home started in early may, expecting to take about 10 days with overnight anchorages, but it was to be more than a month, before she came to rest at RYCT, a saga of weather, cautious wives and (old) men. Together with an old sailing friend, David Myer, and his son and girlfriend, we set off from Queenscliff for the Tamar, May 6 at 5 pm, to track through the heads at Port Phillip on the last of the ebb. Again we joined the sailing procession on the Four Fingers West channel, with the pilot boat passing us, collecting three pilots from exiting cargo vessels. Ten knots of north-easterly made for a smooth and swift passage onto the rhumb line for Low head, passing close under the beam of Cape Schank light to the north. Dark by now but with blazing starry skies, we set the autohelm for 110 degrees, all strapped in, with two hours on, four off, for a delightful warm(ish) night sail.

We saw *Spirit of Tasmania* steaming well to the west, confirming we were on course. Passed a few cargo vessels before dawn, on the rhumb line from Cape Otway to Gabo Is, confirming the need for eternal vigilance in Bass Strait. The breeze lifted to 15 kts during the morning, and a delightful port reach all day brought a brilliant sunset, and at midnight, the low head light was dead ahead. As the Tamar was just for a crew change, we decided to make for the pilot station, on the port hand, just past the Low Head light, and well marked. As luck had us entering on the start of the ebb, the TYC and Georgetown would have been another 2 hours motoring into 3 knots of tide. Several attempts to enter the pilot station, following the green leads, showed us heading for a rock wall, the entrance being too narrow to risk in the dark, having no local knowledge. Accordingly we motored painfully against tide to Georgetown, landing on the new and unoccupied marina at dawn, with ease.

After breakfast, a clean-up, and crew change, my brother Mike, and Geoff Tomlin came aboard, whilst the Myer family departed for the Launceston airport. New crew now was three men over 70...beware, what would Kim and the WOB mob think? We motored back to the pilot station, a gentle breeze and in the daylight, I could see that keeping exactly on the green leads enters with almost no margin for error, but with tide sluicing past, it would be a hazardous entry at night for the novice.

Arriving at 1 pm, we missed the window for tide into Banks strait in daylight, so we rowed ashore from the pontoon, and had a private tour with the chief guide of the museum and cottages all built for Yorktown in the first European invasion, when it was the only northern Tassie port. Patterson had landed in 1804, at Georgetown, and the pilot station was set up the following year. Navigation being so hazardous in the Tamar, the light is the third oldest (after Sydney Harbour and our Iron Pot) in the Commonwealth.

Dinner aboard, a pre cooked oxtail, complemented by a Margaret River 10 yo Cabernet from the bilge (and a back up bottle) followed by early to bed for a predawn passage to Banks Strait, starting in a perfect calm, with full tide. It carried eastward an extra 20 miles along the coast, motor sailing in a shifty north easterly. By mid-afternoon, the wind had swung west, and *Merlyn* was barrelling along at 7.5 kts, my racing genes kicked in, and I set a boom vang to starboard, doubling as a preventer, however a further shift to the south led to an unexpected gybe , which removed the aft lower shroud (as I had clipped the vang to the chainplate). As it was a lower, we were in no danger, but prudently put 2 reefs in the main, handed (rolled) the jib, and proceeded at 5 knots.



Overfalls in Banks Strait (image Geoff Tomlin)

We skirted the barren Ninth Island, heading twixt Waterhouse and Little Waterhouse where a narrow passage is well shown on AUS 179. to be greeted by a pike and a native salmon on two fishing lines simultaneously, about 1.5 KG of very welcome fish, the first since the outward journey. We caught nothing more the whole passage.

The wind had now tracked south west. We kept an easterly course for the Foster Islands, and contemplated a night at Swan Island. We logged 4 kts of current, east going, south of Swan, and with no comfortable anchorage before Eddystone, 20 miles away, we dropped the big Bruce in Jetty Bay again, just 2 months after overnighting, hitting the reef, on the northward passage. At 6 pm, just on dark, with a dying breeze it was perfect timing, despite the rigging mishap.

Inspection showed the chain plate, bronze, had fractured at the first bolt, and had already fractured and fatigued half the width to the first bolt, being original in the yacht (1988), and there was no way to improvise a repair. So we would need to limp to Hobart, again double reefed, and keeping out of gales!

Grilled fish on the menu, with fresh pike (rarely caught in Tas) delicious crisp tasty flesh, easily detected bones. Cocky salmon is not to everyone's liking, a strong fishy taste, but great fresh, with sweet potato chips. A few cold cuts remained for lunch the next day. All washed down with a Ninth Island Riesling, produced by the owners of Swan Island! We congratulated ourselves with a back-up bottle, just failing the NHMRC recommended threshold for health, but as we have all less than 15 years to live, no problem there. But we remained well inside the MAST alcohol limits for pilotage and safe navigation!

TASMAR predicted 10/15 kts of westerly wind for the next day, swell less than a metre, perfect for the early passage south, but a strong wind warning further south of St Helens, so we set off again pre-dawn, catching the entire ebb for maybe Skeleton Bay, north of St Helens. Another glorious day sailing, warm for May, and a starboard reach, with reduced main, a fletch of jib for balance, and the iron wind to assist speed and run the autohelm. The ebb tide, at 1-3 kts carried us past Eddystone Point, 20 miles from Swan Is, about 7 free miles so we arrived early, and elected to carry on 5 miles to St Helens Island, where there is good protection from westerlies, skirting the dramatic rocky reefs off St Helens point.

We dropped the pick there at 2 pm, a short day's passage of 30 miles, maybe time for a walk ashore, but no, too much swell, and only rocky landings are all about the deep bay. That afternoon, Tasmair forecast had upgraded the weather for south of St Helens to storm force, and holding station here in 12 m depth, with all 55 m chain out, may be problematic, with a lee shore too. The thought of crossing the dreaded bar into St Helens, seemed the only (marginally) safe option, to be alongside a wharf with predicted over 45 kts westerlies for 2 days.



St Helens barway (image Geoff Tomlin)

St Helens Sea Rescue came up on Ch. 16, and offered an escort over the bar, essential, as the bar buoy (which is regularly moved, and not on the chart) was currently absent, having been lost in a gale. Up anchor, (and as luck would have it, the solenoid had failed) by two men both over 70, (Hmm says Mike, maybe we need a defibrillator on board) at 5 pm, an hour to windward and soon we were motoring close astern of their rescue vessel, with the GPS on “record” for the return journey.



Guided by St Helens Sea Rescue over the barway (image Geoff Tomlin)

The St Helens crew warned me about the wreck in the channel mouth, and called “Stick hard on my stern” close by the shore in 2 m depth, we took a chicane and marked the wreck, which is stuck in the sand and immovable. We used the “man overboard” function of the GPS plotter, to mark it. After an easy passage through to St Georges Sound, an hour later were tied up at the new marina just on dark. Safe at last. More next time, the adventure has a week to run.

CYCT Facebook Group

A CYCT Facebook group has been set up for members to instantly share photos with others or connect with other members who may be out on the water. Technology and reception are such that there are not many places that don't have mobile telephone coverage these days. Facebook provides an easy medium to connect and share instantly. It is a place to immediately share photos of your cruising adventures. It can also be used to invite other members to join you on an impromptu cruise or organise sundowners out on the water or just see what others are doing out on the water. As a starter, many of the great photos that were taken on the Show weekend cruise have been uploaded for viewing. The following is a taster of what is on the site.

Great times with Sailing buddies. Sensational beach BBQ

This is an example of images on the CYCT Facebook site. (images Tracey Taylor)

Check out the site for a video of a submarine entering Storm Bay.

Tracey Taylor and myself are the administrators. It is a closed group and only current members (as per the membership list) can join. To join the group you must first join Facebook. Then, log on to Facebook and search for The Cruising Yacht Club of Tasmania. Then ask to join the group. An administrator will check your eligibility and then give you access to the site. Please note that your Facebook identity (name) will need to be the same as your membership name to be accepted.

The privacy settings are such that only members can see information on this site; anyone else will be directed to the CYCT membership page. The page is bound by the normal CYCT codes of behaviour and will be monitored. We hope members enjoy this new feature of the CYCT.

Sheenagh Neill

Show Day Weekend Cruise

With a forecast that promised damaging winds it was not surprising that half of the interested boats pulled out of this cruise. However, the remaining 8 boats (*Tahiti, Juliet, Close Encounters, Blade Runner, Cleo, Juliene, Phase Three* and *Stella*) enjoyed a very memorable weekend. Some may be hitting the ships chandlers for an anchor upgrade, though. Nubeena was ruled out of the equation given the expected winds in Storm Bay over the weekend so we settled on Norfolk Bay. Most boats made the rendezvous at the Pot and we set off on a port reach across to Betsey. Such a great feeling to be off in a group with a common objective – but not racing, except maybe a couple of competitors who don't reef. A couple of boats squeezed between the mainland and Black Jack Rocks and the others took the outside of Black Jack. We enjoyed getting a good look at the cliffs and coastline along the windward side. Through the gap and heading up into Frederick Henry, the breeze stiffened to 25-30 knots making for what all agreed later was an invigorating and very enjoyable sail – with no tacking required.



Juliene, Stella, Phase Three and Blade Runner power across Storm Bay

The first anchorage was Connellys Marsh. Our first time there and the western end looked pretty good. The Zestons opted to head for Dunbabin Point – another good option given the expected strong northerlies. Pre-dinner drinks were had aboard Tahiti, with the roast in the oven providing warmth and aromas to complement the chilled vodka. After a very convivial time, all parties made to their own vessels for dinner. The night was uneventful until 4 am when most boats had an anchor watch for a couple of hours and two boats made some distance downwind, but into the safety of the bay. Another day and another reach, this time in a stiff westerly. Boats made their own way to Cascades, some via Ironstone and others opting for a quiet time at Taranna. The breeze backed and the bay at Cascades flattened off. It is an interesting area to explore with convict-era relics such as graves, jetty and railway ruins and the old probation station. A beach conveniently appeared for our use as the tide ebbed and firewood was readily gathered by some energetic members of the party. By 1700 there were tables set with an array of foods, pickled and fresh, and an assortment of beverages, including Polish vodkas and some artisanal spirits produced by club members. Conversation buzzed, Polish proverbs and poetry were recited, borscht was consumed and shot glasses were put to use. Food appeared, to be grilled on the fire, including freshly-caught fish and home-grown lamb and pork ribs. The night got better and better and the small amount of drizzle was barely noticed by most. Happy birthday was sung and, eventually, we all dragged out tenders across the shallows to make our ways back aboard respective vessels, for a quiet night of solid sleep.



Cascades Bay beach gathering (images Tracey Taylor)

The forecast precipitated most parties to exit Norfolk Bay on Saturday. Boats headed to various destinations, with a few boats heading for Simmonds Bay. The 20 knots coming up Storm Bay produced conditions much less pleasant than the 30 knots coming out of Frederick Henry on the way over. We watched *Close Encounters* disappear behind Sloping Island and reappear ahead of us reaching across Storm Bay. We must learn that trick! The cruise provided enjoyable sailing, a few uncomfortable moments, some challenges and great company. A very memorable weekend.

Christian and Sheenagh

General Meeting held at Derwent Sailing Squadron on 4 Oct 2016

Opening

Commodore Andrew Boon declared the meeting open at 7:32 pm and welcomed those attending.

Attendance and apologies

Thirty six members registered their attendance. Twenty one apologies were recorded in the attendance sheet. There were seven guests.

Minutes of the last General Meeting (6 September 2016)

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

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Ratification of the AGM Minutes (6 September)

The Minutes of the AGM were published in the *Albatross*. These were confirmed as a true record of the Annual General Meeting on the motion of Phil Bragg seconded by Lew Garnham.

Introduction of new members and presentation of burgees

The following new members were welcomed to the Club by the Commodore, presented with their burgees, and given the opportunity to introduce themselves and their boating history:

- Brian Parkinson (*Huon Belle*).

Awards*Life Membership*

Andrew Boon advised that the presentation of Life Membership to Kim Brewer will be deferred to a subsequent meeting because Alan Gifford is not available to make the presentation at this meeting.

Cruising Plaques

Presentation of a Cruising Plaques was made to Brett Doubleday (Kokomo) for the cruise to Port Welshpool.

Vice Commodore's Report – Sheenagh Neill

Report as published in the *Albatross*. Sheenagh is an apology.

In Sheenagh's absence Andrew noted a number of items as follows.

- Combined Clubs Season Opening on 8 October Day: The program has been emailed to members and hard copies were made available at the meeting. Andrew will lead the CYCT contingent for the sail past.
- Show Day Long Weekend Cruise (Nubeena and Adventure Bay), 20 – 23 October: Sheenagh has emailed details to members for "an Eastern Right Polish Affair".
- Sloven Island Cruise, 23 – 25 September: David Killalea (*Close Encounters*) led an enjoyable one boat cruise to Slopen Island.
- Cruising Calendar – a draft has been prepared. Key details are now included on the website. The Calendar will be finalised and issued shortly on Sheenagh's return from cruising in north Queensland.

Rear Commodore's Report – Catrina Boon

Report as published in the *Albatross*. Catrina is an apology.

Treasurer's Report – Alex Papij

Alex is an apology. His report has been posted on the website and a copy is available for perusal at the meeting.

Commodore – Andrew Boon

Report as published in the *Albatross*. Specific items mentioned by Andrew were as follows.

- NETFIG update: Ian Johnston provided a brief update on the Cruising Guide preparation which proceeding on schedule with about 50% of the material on anchorages drafted.
- Roger Locke: Andrew advised members that Roger has returned home and is doing well following a spell in hospital after a stroke.
- Crews wanted: Andrew and Kim Brewer mentioned a number of boats are looking for crews for trips to Hobart (a) from Cairns (Bill Wright), (b) from the Gold Coast (Denis Planchon), and (c) Jon Neville from Bundaberg.

Women on Boats

Kim noted that 11 WoBs are doing the radio license course through DSS. For the next meeting (11 October) De Deegan and Jan Wooller, two very experienced offshore cruising sailors will work through a long passage planning exercise (to the Whitsundays).

Items from other officers/other business

- Winter Forum: Leigh Miller advised the final winter forum topic is on insurance. The presenter is a Queensland based specialist sourced through Leigh's broker. The venue is DSS (Training Room) on 25 October at 6:00pm.

Next Meeting

The next GM will be at DSS on Tuesday 1 November 2016 at 7:30 pm.

Close

The formal meeting closed at 7:53pm.

Guest Speakers

Club members Barbara Weetman and Phil Bragg provided an entertaining presentation "VIVA MEXICO" which covered their initial internet search for a suitable boat (early 2014) to the time they actually set sail (on both their first and second attempt) from Banderras Bay in Mexico to join and eventually complete the Pacific Puddle Jump in Papeete, French Polynesia in 2015. Julie Macdonald thanks Phil and Barbara for their presentation and presented the customary bottle of wine.

Close

The meeting and presentation concluded around 9:30 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](#)) or emailing the Vice Commodore, Sheenagh Neill at ViceCommodore@cyct.org.au



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