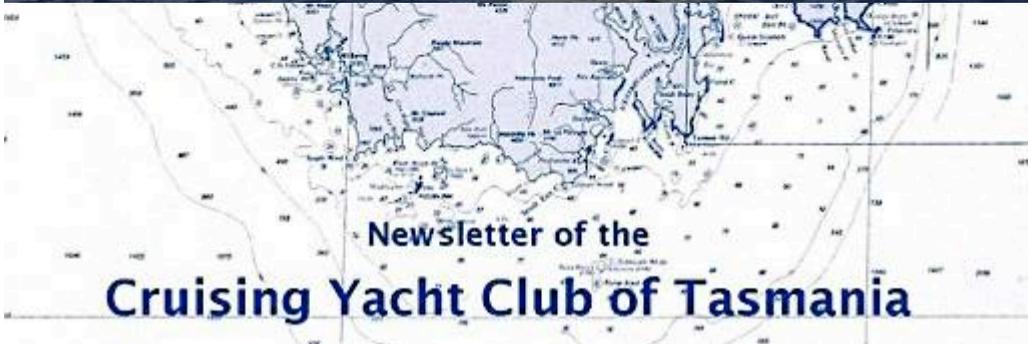


# Albatross

Volume 42

No 11

December 2016



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

**PO Box 605 Sandy Bay TAS 7006**

**cyct.org.au**

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<b>Vice Commodore</b>			
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<b>Chris Creese</b>	M 0400 520 588		<i>Neptune</i>
<b>Quartermaster</b>			
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**Life Members**

Erika Shankley      Dave Davey      Chris Creese      Kim Brewer

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



Cover page: *Stella* heading down the Derwent on her way to Richardsons Beach for the November 2016 picnic. Image Christian Narkowicz

## Table of Contents

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CYCT CALENDAR.....	2
Editorial .....	3
Commodore's Report .....	4
Vice Commodore's Report.....	6
Rear Commodore's Report .....	7
Women on Boats .....	8
Albert Ross Dispatches .....	8
Forum on Towing .....	9
Tassal response to yachting and boating club concerns re expansion .....	11
Introducing New Members.....	12
GWBF and Merlyn's return - St Helens to RYCT (part iii) .....	14
News from the club.....	18
Richardsons Beach Cruise and Picnic .....	19
Vale Geoff Rosen.....	22
General Meeting held at Derwent Sailing Squadron on 1 Nov 2016 .....	23

### 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. 25

	<b>CYCT CALENDAR</b>
<b>DECEMBER</b>	
Tues 6 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speakers Dave Graney – Experiences from skippering Danang in the Clipper Round the World race.
Wed 7 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 10 <sup>th</sup>	Annual Christmas gathering at the Wave Station, Middleton.
Tues 13 <sup>th</sup>	WoB @ 6.00 pm. Venue: Judith De La Mare's home, 72 Hillcrest Rd, Tolmans Hill. BYO glass and drink, food to share and personalized burgee
Sat 31 <sup>st</sup>	Fly the club burgee out on the water
<b>JANUARY</b>	No General Meeting, No Committee Meeting, No WoB session
Sun 1 <sup>st</sup>	Fly the club burgee out on the water
15 <sup>th</sup> – 20 <sup>th</sup>	Freycinet Peninsula cruise – led by Tony Peach
28 <sup>th</sup> – 30 <sup>th</sup>	Tasman Regatta, Nubeena – led by Commodore Andrew Boon
<b>FEBRUARY</b>	
Tues 7 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 8 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
10 <sup>th</sup> – 13 <sup>th</sup>	Wooden Boat Festival – liaison Commodore Andrew Boon
12 <sup>th</sup> – 18 <sup>th</sup>	Port Davey Cruise – led by Tony Peach
15 <sup>th</sup> – 18 <sup>th</sup>	Post WBF cruise – 2 events led by Chris Palmer & Chris Creese
18 <sup>th</sup> – 13 <sup>th</sup> March	Extended east coast cruise – led by Paul Kerrison

### **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!

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**Editorial**

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It is December already and I am starting to think about content for next year's Albatross. Albatross is the newsletter of our club and first and foremost I wish to include content that is generated from within the club itself. That means contributions from you, the members, who collectively have a huge amount of yachting knowledge, lore, experiences and anecdotes, some of which may be relevant for sharing with the general membership. I encourage you all to have a go at contributing something and seeing your name in print. It does not matter if you are less than confident with the written word – I will do my best to polish the sentences. If you do not have a computer, you can always try submitting a handwritten or typed article. If it is legible, I will type it up. Submissions could be full articles, a single page or just a few lines. There are many potential topics, and I make a few suggestions: descriptions of recent cruises or more historic cruises; geographical features of interest; notable boats and notable nautical characters associated with them; book reviews – new releases or revisiting old books of nautical interest; poetry; sea shanties; places of historical interest to visit by boat; opinion pieces such as on seamanship, equipment, the marine environment etc; cruising hints – there must be hundreds of these from people who have cruised extensively; reviews of new gear; recipes; and anything else associated with cruising in Tasmania or beyond.

One thing I am very interested in learning about is the experience that people have had with top-down furling systems for reaching sails (code zero sails or asymmetrical spinnakers). These systems are a relatively recent development that have filtered down from racing equipment, but potentially could be very useful for cruising. Do any members have experience with these systems? Are they easy to set up and reliable? Most importantly, are they easy to furl short-handed? In practise, do they get used very often in Tasmania, or at least often enough to justify the expense of them? What is more useful, a code zero or an asymmetrical spinnaker? In short, if you have experience with this kind of system, I and no doubt many others, would appreciate an article from you about your experiences with such a system in Tasmanian conditions. If more than one member can contribute something, then we can compare experiences.

Another area of potential interest to me is the use of online crew-finding services. I met people in QLD who had a vast range of experiences from using these services, from fantastic sailing experiences with great skippers to disastrous ones that ended in tears. Do any members have experience either getting crewing positions or finding crew for their boat using these web-based services? For example crewfinder, findacrew, crewbay. Which services are better, how easy is it to find positions/crew and what are the pitfalls? I do not think these sorts of opportunities are limited to the young. I can see that experienced mature sailors could be in demand as crew to help just-retired inexperienced couples get to their dream destinations. An article from someone who has done it or is doing it would be appreciated.

Christian

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## Commodore's Report

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We have started to make some serious (and sometimes hard) decisions about the future operation and support of the Club website. Webmaster Dave Davey has been carrying the responsibility for the development and operation of the website on his own for many years. The website has grown steadily over the years and is now a comprehensive 'system' which supports both members' needs for information and the administrative tools needed by the committee to ensure the smooth running of the Club.

Dave has offered his resignation as Webmaster and suggested that his present responsibilities be split into two areas: IT management, dealing with the platform on which the site operates and the code that makes it work; and Website management, for the content and appearance of the web pages, administration of mailing lists, members' records and our archive of *Albatross*, meeting minutes and so on. Dave has offered to fill the IT manager role and Membership Officer Julie has taken on some of the administration of the members' records. Other committee members are responsible for the content of some pages, but we are looking for someone to assume overall responsibility for the 'look-and-feel' of the website and for ensuring that the content is kept up to date.

If you (or someone you know) have an interest and some expertise in website management and would like to contribute to [cyct.org.au](http://cyct.org.au), please talk to me and find out what is involved.

In addition to our website, we now have a FaceBook group, which is a less formal medium for sharing information, photos, comments and invitations. The group has been set up by vice-Commodore Sheenagh, assisted by Tracey Taylor, and is open to all CYCT members.

Interest in fish farming operations continues. On Nov 7, Editor Christian and I attended a meeting, arranged by Yachting Tasmania, between the fish farm operators and yachting and boating groups. Tassal and Petuna were represented (Huon was an apology) and presented brief outlines of their operations and future plans, with particular reference to the 'offshore' developments in Storm Bay. Tassal's expansion plans up to 2030 are for farms in Okehampton Bay and 'West of Wedge' (increasing production from existing farms in the D'Entrecasteaux Channel is also proposed). The layout of the proposed farm 1.8 km west of Wedge Island shows 4 rectangular leases each 500 x 900 m with approximately 900 m of navigable water between the leases. Petuna's proposal is for 2 leases each 1500 x 1600 m, 4-5 km from shore in the area SE of Betsey Island (described as the 'middle' of Storm Bay). Petuna's plans are less advanced than Tassal's with regard to farm infrastructure design, shore-based support facility planning and regulatory approvals. It will be several years before their plans are realised. Both companies stressed that they were undertaking measurements of a range of environmental parameters to establish a baseline prior to the commencement of operations in these areas. They also agreed that having details of their boundary marks on the navigational charts would be a good idea.

Other topics discussed included: the use of VHF radio communications to broadcast information about the towing of fish pens, particularly in the Channel; the pro-active approach now being taken by fish farms towards recovery of debris from the farms; using synchronised lights on their corner marks; and the possible use of AIS-navaids.

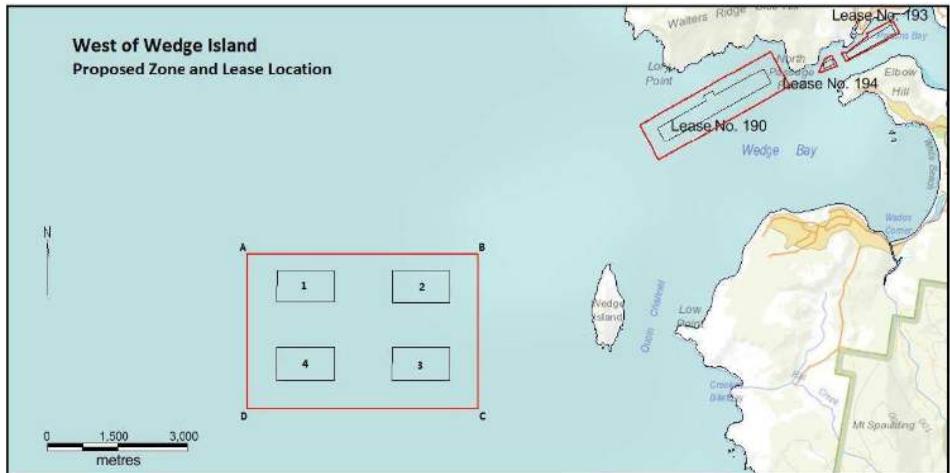


Image from Tassal website (<http://www.tassal.com.au/wp-content/uploads/2016/05/West-of-Wedge-Proposal.pdf>)

The convenor of the meeting thanked the audience for their dignified behaviour at the meeting, given the public response to the adverse Four Corners report that screened the previous week. However it was noted that the complimentary smoked salmon remained largely untouched.

Our application for a stand at the Australian Wooden Boat Festival has been successful, so CYCT will once again be on site to explain our pastime to potential new members, catch up with old friends and welcome visiting yachterspersons. Rear Commodore Catrina has a wonderful BBQ arranged at Government House for cruisers visiting Hobart for the festival. The post-Festival cruise has been scaled back a little as our initial plans were seen as being a bit too ambitious: the risk of organised (and pre-paid) events being put out of range (literally) by the weather are too great. The new proposal is for a more relaxed cruise, starting with a self-catering BBQ at the Quarantine Station on the Wednesday after the Festival and ending up at Franklin on the Friday night where we will attend a dinner marking the start of the St Ayles Skiff Regatta.

And: we have a new Secretary! Thanks to Kate Johnstone who has put her hand up and is learning the ropes from past-Secretary Mike. Welcome aboard, Kate!

Andrew Boon

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## Vice Commodore's Report

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We've finally had some summer heat. It's been great to see members using the waters and sharing their adventures on the Facebook Group page. The CYCT Facebook Group has had a great response from members and has been used to share photos of members out and about on the water. I used the group to inform members about recent MAST updates and also to inform of the white pointer recently caught and released at Betsey Island from the Surfing Tasmania FB group. We also celebrated Fiona Preston (*Samos*) and her crew's first win in the combined club Midweek Series.

I encourage all members to make use of the group to share photos of their travels on the water or to update others on changes to destinations or issues that may affect their safety. MAST have encouraged all boat users to check their PFDs and ensure they are functioning correctly.

Richardson's Beach day was a great success and the weather extremely kind. A reminder of the upcoming Christmas gathering on 10 December for an informal gathering before the busy January and February sailing calendar starts. Consider joining one or more of the cruises we have on offer. You have so many options with cruises planned for Port Davey, the Post Wooden Boat Festival cruise, Channel cruise, Tasman Regatta at Nubeena, Freycinet Cruise, extended East Coast cruise, Furneaux Group cruise and more.

A big thanks to Tony Peach, Chris Creese, Andrew Boon, Lew Garnham, Brian Walpole, Paul Kerrison and Chris Palmer for leading cruises. More information will be sent out via email to members so please check your accounts if you are considering one or more of these cruises.

Sheenagh



Some of the CYCT fleet at Richardson's Beach for the November picnic (image Julie Marsaban Stirling)

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## Rear Commodore's Report

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Our November Guest Speakers: Drs Christine Crawford and Kerri Swadling certainly gave us a very interesting insight to research currently being carried out in Storm Bay. Christine presented the results of a 5 year project on the water quality and Kerri spoke about her research into Plankton.

David Graney will be our Guest Speaker for our December General Meeting and he will be presenting about his recent experience as crew in the Clipper Round the World Yacht Race.

**Christmas Get together!** Come along and join us on Saturday December 10<sup>th</sup> for our last social function for the year. Phil and Wendy Kennon are kindly allowing us to access their wonderful property, the Wave Station, in Middleton for this event. (see website below)

<http://wavestation.com.au/main>

BYO : Meat to BBQ, Grog, glasses, plates etc and a chair. Boats from A-N please bring a Dessert to share. Boats from N-Z please bring a Salad to share

### **AWBF CYCT Welcome BBQ**

We will once again be hosting a BBQ for our fellow cruisers from Interstate who will be visiting Hobart for the AWBF in February 2017. This time it will be held in the grounds of Government House. Invitations have been sent to fellow clubs interstate to express interest in attending. Once these responses have been obtained we will open invitation to CYCT club members. An email will be sent to members towards the end of the year asking for expressions of interest. As we are hoping for a good response and numbers will be limited, unfortunately there may have to be a ballot to attend. The BBQ will be held on Sunday the 12<sup>th</sup> February in the evening and will cost \$25 a head, which will include a tour of Government House, dinner and a drink on arrival.

Let's hope the weather will improve soon and we can look forward to a wonderful summer sailing season!

### **Position Vacant**

The CYCT committee is looking for a person to index the Albatross as it is published each month. This may involve about one hour of work, extracting and entering searchable key words. Please contact the Commodore, Andrew Boon, if you are able to spare a little time each month for this task.

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## Women on Boats

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The temptation to pump this report full of puns and leave everyone flushed with excitement is strong, but good manners must block that flow. The WoBs' October meeting was about MARINE TOILETS and there was much to be learned. Kim Brewer brought along an assortment of toilet parts (on loan from PJ's chandlery) and encouraged everyone to learn the workings of their boat's head. Many of the ladies there (this author included) were shaking their own heads, thinking that's definitely a 'blue/male' job, but Kim made it seem simple and essential knowledge. Most members left determined to understand how their boat's system worked and went away with some handy tips, like using a drop of vegetable oil to keep the pump handle moving smoothly, and a drop of Nil Odor or Oil of Cloves to minimize malodours.

Kim also gave an excellent overview of the different types of marine toilets including manual pump, electric macerating, vacuum (electric and manual) and composting toilets. The pros and cons of each, including holding tanks, were discussed and surprisingly, the composting toilet created strongest interest. Many members said they hadn't really considered this option, but would certainly investigate it further. Kim gave a quick rundown of the regulations regarding waste discharge and this made us realise the time was coming when this foul matter must be taken seriously.

Following the meeting about a dozen ladies came along to a smaller planning session at which the topics for next year's calendar were to be decided. Thanks to Jo Topp for organising pizzas. A productive hour of discussion led to a long list of possible topics and courses for 2017; a date for the WoB's Weekend on the water (28/01/2017) and a venue for this year's Christmas Party on 13/12/2016. Details will go out in the next WoBs' newsletter, but if we could ask anyone who would consider making their boat available for the 2017 WoB's weekend to please mark the 28<sup>th</sup> Jan on their calendars now and contact Val Nicholls or Kim Brewer with the good news.

Many thanks to Kim Brewer for an interesting and enjoyable year, and to the CYCT for their wonderful support and encouragement.

Wendy Le Cornu

### Albert Ross Dispatches

Albert was flying over Richardsons Beach one Saturday and spied our new Secretary on *Blade Runner*, searching for other Club boats. The next day, there were 13 Club boats there. Reading a calendar is no longer a required competency!

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## Forum on Towing

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Bernie Smith gave the group of about 35 attendees a wide exposure to the issues relating to towing, and if like me members went a long way up the learning curve it was probably accompanied by a realisation that there is much more to know than could possibly be imparted in a short workshop session. At the outset, Bernie referred to the Marine Convention Act of the UK (and the same law applies in Australia). It would be worthwhile to read this Act sometime when you have no capacity to do anything else or better with your time). The core point is that you as a master of a vessel **must** go to the assistance of any vessel in distress that is within reach of your own vessel; you must endeavour to save human life wherever it is in peril unless to do so would put your own vessel at unacceptable risk.

Anything that I convey in the following summary is provided with the caveat: seek your own legal advice: I am not a lawyer and disclaim herein to be providing any such advice or recommendations.

Firstly, the message was to take care of the machinery on **your** boat; often the difference between needing assistance and never needing same: obvious points such as attention to fuel cleanliness; batteries; starter motors; alternators; cooling water pump impellers; hoses and hose fittings and manual bilge pumps should all have “priority” on your vessel.

Questions of how to set up a tow, should it be needed, were of considerable interest with an emphasis on the need for a thoughtful approach in each situation; a carefully determined risk assessment and a PREFERENCE FOR SAVING LIFE OVER MERELY SAVING ANOTHER VESSEL were a highlight of the talk. Prior to engaging in any towing you need to contact your insurer and the insurer of the vessel seeking assistance; get prior approval if at all possible. If not, make contact with a shore-based authority such as Tas Maritime Radio, advise them of your intentions and carefully log every action and impact as you go.

Consider the capability of your own vessel to undertake the requested towing; many a tow vessel has had major engine breakdown due to unwarranted load; if in doubt, leave it out. Is your vessel capable of doing the proposed tow? What about your fuel situation; you will use approximately twice the normal consumption while towing a vessel. Can you be sued if a tow goes wrong? At the outset, you need to make clear to the other vessel that the basis of the tow is “all care but no responsibility”; again, contact your insurers to ascertain their approval for the action.

For registered vessels and commercial vessels there is a Lloyd’s Open Form that might be employed to set out the conditions for the tow. But in every case contact your insurer if at all possible prior to undertaking a tow.

If you have determined that a towing action is within your vessel’s capability and your own competence, employ a bridle at the stern of your vessel; attaching to points stronger than mere

mooring cleats. In some cases, sail winches may suffice but always employ chafe preventers at every turn of the tow line. Employ a catenated towline (weighted in the middle) especially including one or both vessels' anchor chains; it is important to keep the middle of the tow under water and slack relative to the pull of the towing vessel. Do everything slowly and after careful consideration of the consequences of each action. The towed vessel may best be pulled by taking a loop of line around its mast or even cabin superstructure rather than trying to attach the towline at the bow. You will pull the bow of the vessel off if the towing force is too great. If joining ropes, use double bowlines rather than any other knot (take one through the other for a suitably strong link). Remember that a taut tow line may snap and the consequences can be lethal for persons on the towing vessel especially. Ropes should be of large enough diameter and strong enough for the task; braided polypropylene sail sheets may be of sufficient strength.

Recreational boaters need not concern themselves with salvage rights; these may apply if you employ a commercial operator to tow you to port but if in such an unfortunate situation you need first to contact your insurer and ascertain its preparedness to cover the costs of the tow. Should you attempt to use legal means to recover your own costs in performing a vessel "rescue" be prepared to pay the lawyers approximately what the courts may award you in compensation for your act of kindness.

When towing, to avoid sideways sheer of the towed vessel, hang a weight such as a craypot over its stern to keep it in line with the towing vessel. Do everything possible to avoid "snatch" of the towline. Watch that propellers don't become fouled by the tow line while you are setting up the tow. Chain can be laid out in long loops on the deck of the vessel to be towed with each loop secured by light cord ready to be cut as the tow vessel takes up the strain; this will avoid loss of chain overboard while preparing for the tow. Don't forget to secure anchors that no longer have their chain attached.

If you are towing, don't exceed 7 knots of boat speed. Less is preferable.

Leigh Miller

### **Payments to CYCT**

Payments 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.

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## **Tassal response to yachting and boating club concerns re expansion**

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The following was contained in an email sent by Richard McMinn, Regional Manager Yachting Australia) to yachting and boating clubs that participated in the meeting between club and industry representatives on 7 Nov.

Tassal...are undertaking the following as a direct result of the discussions and suggestions made at the meeting.

- Consult with MAST/Marine Farming re farm lease markers being updated on various nautical charts;
- Lighting on tow vessels where applicable to aid night navigation, and radio call initiated to inform other vessels;
- Improved communications between companies and sailing events to assist vessel traffic & navigation;
- Use of other marine channels suggested – ie. Channel 7? monitored by Commercial vessels;
- Companies to maintain dual-watch marine radio channel 16 to assist in vessel safety;
- AIS beacons for farm lease corner markers, and also installed on tow vessels to aid night/low visibility navigation;

Tassal noted the below areas as key concerns for the clubs present at the meeting and are more than willing to continue to engage with clubs to minimise the impact on recreational sailing, be it cruising or racing and want to continue to work together in discussion of the key themes raised in the meeting including:

Expansion plans for Channel & Storm Bay – defined by Tassal's plans to year 2030, current proposals for West of Wedge Island and Okehampton Bay.

Nitrogen Caps & any increase on stocking numbers of fish in Channel/Storm Bay – TASSAL is moving to larger pens so therefore less pens per lease area, which does not equate to increased fish numbers. Nitrogen caps are reviewed by monitoring by companies as well as CSIRO and IMAS who report on sampling of lease sediments to EPA for any amendments to such regulation annually.

Clarifying the Lease & Zone boundaries regarding vessel navigation – a vessel should be able to traverse adjacent to (but outside of) the lease boundary corner markers. Mooring lines at this point are at a depth of 5-meters and increase with distance outside of the lease. No vessel of any significant draw or size (especially under sail) should navigate within the boundary. TASSAL would like to highlight that a vessel can legally traverse within the zone area but outside of the leases which are marked by corner posts as per regulation.

Tassal have provided some additional information on their updated websites below:

- <http://www.tassal.com.au/community-news/community-update-okehampton/>
- <http://www.tassal.com.au/sustainability/our-salmon/>
- <http://www.tassal.com.au/sustainability/our-environment/>
- <http://www.tassal.com.au/sustainability/asc-dashboard/>

If you have any further questions contact Richard McMinn: [richard.mcminn@sailing.org.au](mailto:richard.mcminn@sailing.org.au)

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**Introducing New Members**

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Kathy Veel

**Quintet**

Karen O'Shea

Sally Schofield and Paul Strong

***Phase Three***

Wendy Fletcher and Ian Fletcher

***Xantia***

Jo-Anne Lentern

***Dingo***

Chris Vautin and Helen Vautin

***Northwind***

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.

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**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](mailto: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 20<sup>th</sup> (there is no *Albatross* in January).
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## Introducing New Members

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Ian and Wendy Fletcher

Many of you know us and know our boating background but for those that don't this is just a little bit about our boating life.

We moved to Tasmania in 1990 to go boating and bushwalking as we had spent many a summer holiday here walking and chartering yachts. Busy jobs and building a house got in the way though



*Xantia* (image Wendy Fletcher)

and although we did a lot of walking the boating took a back seat. Finally in 2006 we bought *Asterix*, a very distinctive 26' dark green Stabicraft. That wasn't our first boat though. But it was a big step up from the 18' sailing dinghy we had in Port Moresby and the dinghy Ian made in Townsville from our packing crates.

In 2011 we traded *Asterix* for our present boat, *Xantia*, a 42' Jeanneau. Not that there was anything wrong with *Asterix*. It was that we just wanted to have a bit more comfort and to be able to go a bit further afield to places like Port Davey, which we have now done several times, and the east coast of Australia. This winter was spent in Sydney and some time in the future we will venture further north.

So we look forward to catching up with you all out on the water.

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**GWBF and Merlyn's return - St Helens to RYCT (part iii)**

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We had left her at the new Marina, Georges Bay, owing to a week of savage westerlies forecast, and some work commitments. With the year getting on toward winter, the final passage became imperative, with failing light, increasing westerlies, and our bodies less tolerant of the Tassie winter cold. And so the same crew, Bryan (me), Michael (my brother) and Geoff Tomlin (musician) set off for St Helens marina, on a cold clear late may morning, arriving at 1300, with two hours to get over the sand bar and resident wreck at the top of the tide.

All loaded, we bid farewell to Geoff's wife, Clair, at 1400. An hour later we faced the bar, in less than 5 kts, of breeze, having been assured by the Office (St Helens Sea Rescue) that all was calm, and it looked so on the webcam. Tracking northeast, at the exit, using the plotter track from our entry, all was going well, with 2 m under the hull, but no obvious break in the solid line of breakers ahead, so like a pilot trusting instruments, we proceeded at 4 kts straight into a 1 m wall of foam. The depth indicator alarmed at 0.5m, and we rode cleanly over the crest, with not a wet drop aboard, and into 2.5m of depth. The sensor had seen the foam, methinks, and hence the dramatic but false depth drop at the bar.

Now for 2 hours motor sailing to our first anchorage, St Helens Island, where we dropped again in 9 M water, and still too much swell to attempt a shore landing. Night time heralded with the penguin cacophony. We could see hundred and hundreds coming ashore in waves, calling for their young to guide to the nest. By midnight they were beginning to settle, but sporadic calls came all night.

After a still but rollie night we were up at 0600 for a dawn departure, hoping to make 60 miles to Bryans Corner that night. So, with a strengthening westerly, by 0800 we were barrelling along on a beam reach, at 7.5 – 8 kts, our maximum hull speed, and with a double reefed main, owing



Fractured fitting (image Bryan Walpole)

to the parted lower shroud on starboard. Geoff had rigged a short Mylar strop to the chain plate root, just in case. By 1400 we were off Wineglass Bay, having covered 50 miles and wind was gusting through the coltwixt Hazards and Freycinet at 35kts, occasional gusts seen tearing at the turbulent water surface. So, we handed the main altogether, squirting along on about 1/3 of the furled jib, with motor idling in gear to power the auto helm and overcome some lee helm, caused by our 7 foot bowsprit. A seaman-like act would have been to set the staysail, but there was little interest in that considering the weather.

Turning to starboard, round Geographe Rocks, into Schouten Passage, the wind blew 35-40 kts, due west, so we thought perhaps to make Bryans Corner but it was not to be, as 2 kts of current was pouring out the passage, with the westerly, and we could barely make 1.5 kts with full throttle. Tas Maritime Radio had a strong wind warning out for upper and lower east coast, with gale force upper for the morrow. Chain Locker Bay, in the lee of Schouten, seemed the best possibility, 3 miles south, but after cruising as close to shore as we dared, nothing less than 15 m deep showed, and mostly 20. The chart did not show any soundings less than 25 m. We figured that led to the name, as if successfully anchored there, you will see the floor of your chain locker?



Rough weather across Wineglass Bay (image Geoff Tomlin)

By now it was closing dark. We tracked briefly around Cape Sonnerat the south eastern end of Schouten Island, perhaps to make Maria's safe Riedle Bay on the east coast but there were 3-4 m chaotic seas, and near gale winds, so we motored back to Chain Locker Bay, contemplating dropping the pick for an all night anchor watch, none too appealing, with 55m of chain available and a busted winch. But by 7 pm the wind was dying, and Schouten Passage more benign, and at 2100 we were at Bryans Corner. But there was no shelter with the wind still west at 15-20 kts, so we proceeded on to Coles Bay, 10 miles north, and an easy sail, reaching at 6-7 kts. On a cold moonless night we kept a close watch with the spotlight for fishing buoys, seeing dozens, and hoping against crossing any nets, we kept the engine in neutral. By 11pm we were off the town. It was poorly lit, and moored boats hard to spot. Knowing the three MAST moorings were in line and to the east, from our previous visit, I looked up their longitude, and sailed

slowly north, till the spotlight picked up the southern one, t'was vacant, and we picked her up easily, with the nylon line thoughtfully replaced in the hook. Safe at last, at 2330. The holding here is poor, in sharp quartz sand, especially in a westerly. Bless you MAST, my sub is worth every dollar, paying for their safe moorings.

A quick bowl of pre-prepared lamb casserole, and gentle sleep at last after a long and tiring day.

Forecast for tomorrow, strong wind warning, with westerlies going north-westerly later, 20/25/30 kts, perfect for Merlyn to make Dunalley, 50 miles south, by dark.

Next morning, we discovered that the Bruce anchor had become dislodged, breaking the tie down, probably during the short wild ride outside Cape Sonnerat, the previous night. It had been scouring a semicircle on the hull, fortunately tethered by the lock on the winch at deck level. It does not bear thinking about if the 55 m of chain had run out, whilst battling a gale through Schouten Passage!

A leisurely 0900 departure, after a big breakfast, saw us depart the mooring at Coles Bay, for a brisk, cold sail across the beautiful blue Mercury Passage, skirting Okehampton Bay; at this stage, fish farm free, and hopefully will stay so. The breeze kept up at 20 kts, and by 1600 was swinging and increasing to the north as the new low approached Tassie, perfect for negotiating the tricky Marion Bay entrance at mid flood, with a low sun picking out the bars and marks for us. An hour later, after swinging between marine leases, at 1700, too late for the Denison Canal, we picked up another well labelled MAST mooring north of the Dunalley jetty.



Musical merriment on the Dunalley mooring (image Bryan Walpole)

It now being too late to venture ashore in the dark, the crew pulled out the guitar and ukulele, and we enjoyed sunset, cocktails, sea shanties, and ox tail stew, washed down with local (Bream Creek) Cabernet.



Dunalley sunset (image Bryan Walpole)

Late sleep-in next morning was dashed by the lock keeper, on Ch. 16 at 0800, as he had an opening for a southbound vessel at 8.30. Did we want to join on? So on a windless 1<sup>st</sup> of June, we motored through light drizzle all day to RYCT, where Merlyn returned to her berth, just over 3 months, and 970 sea miles.

Older wooden boats may be cheaper to buy, but they cost to operate, costs for the trip (rounded up and with all work done professionally) were:

Engine repairs (Coles Bay)	\$500
Shroud replacement and repair	\$600
Anchor winch ( 1996 vintage replaced)	\$3.800
Engine repairs and service (Queenscliff)	\$3000
Fuel, Oil 400 lt	\$800
Marina fees (Queenscliff, St. St Helens)	\$1400
<hr/> Total...	<hr/> \$10 100

Could've had a week in London, flying business class, taken in a few shows/dinners, but where's the fun in that compared with Bass Strait with your mates?

Bryan Walpole

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## News from the club

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It is with great sadness that we'd like to inform the Cruising Club that we have sold Mulberry after 35 years of great experiences.

Trish and Bill Wright



Mulberry at Alexanders (images Bill Wright)

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## Richardsons Beach Cruise and Picnic

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The 20<sup>th</sup> November saw a day that could not have been more perfect, a gorgeous sky, a flat Derwent and enough breeze to move along comfortably. The clouds cleared and sailing boats from Hobart had a nice run down the river. Boats from the channel and other destinations joined a larger than expected fleet to settle in at Richardsons Beach. Of the 16 vessels anchored we counted at least 13 members' boats.



Settling in and rafting up (image Sheenagh Neill)

Some brought their pets, others their extended family and soon the tenders were lining up on the beach as people gathered for an enjoyable drink and lunch. Whilst I didn't get around and say a hello to everyone it was great to see new and older members mixing and sharing stories of their tales of the sea.



Tender line up (image Sheenagh Neill)

Tables and chairs appeared. Rugs were laid on the ground and there were even tablecloths. Lunch was enjoyed on the beach in the shade of a convenient pine tree. Damian brought a compact barbecue for some hot food preparation, and conviviality reigned.



Lunch on the beach (images Tracey Taylor)



A hats and sunglasses and sparkling wine glasses kind of day (image Tracey Taylor)

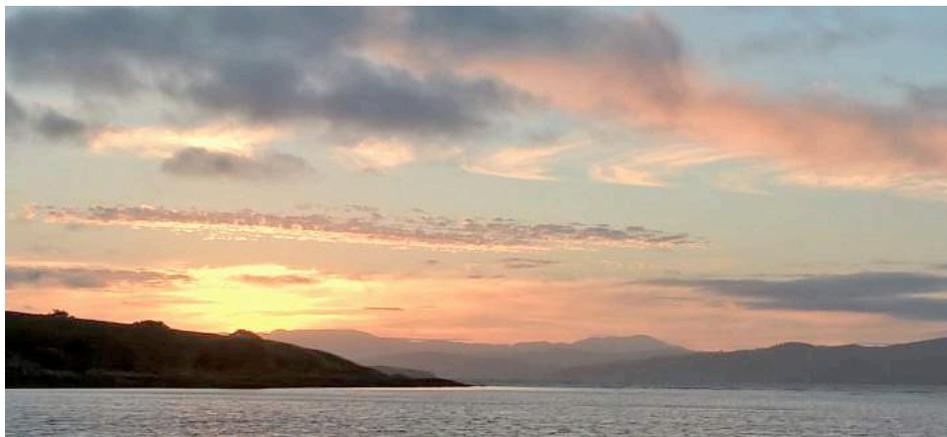
Boule was played into the late afternoon. Mixed doubles, and there was some very interesting action. Comment of the day was "it is hard to know whose boules you have". Most headed back to their boats to catch the fresh southerly sea breeze for a relaxed sail home, except for those who had to bash into it to get back to the Channel. *Rubicon* was lucky enough to see the sun go down and enjoy a night at Richardsons.



Boule on the beach (image Sheenagh Neill)



"Birds flying high... you know how I feel. Sun in the sky... you know how I feel" The lyrics of Nina Simone's song "Feeling Good" so fits perfectly for this scene at Richardsons Beach. (image and caption Julie Marsaban Stirling)



Empty bay at Richardsons, taken from *Rubicon* (image Julie Marsaban Stirling)

Thanks to everyone who came along. Hope to see more members at the Christmas Gathering on the 10th December. I have two plastic lids off containers that a member left behind. If you would like to have them returned please contact me.

Sheenagh

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## Vale Geoff Rosen

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Geoff came to sailing late in life, after many years auto racing. He was a committee member for Targa Tasmania, and took his driving seriously in his 450 sports Mercedes. He then owned and cruised a Mottle 33, *Pirate*, however she was a bit small for him, so he purchased a Beneteau 42.7, *Mistral*, built for an owner in Dubai, with an enormous air conditioner. Geoff participated in three VDL circumnavigations, and was a strong supporter of CYCT events, regularly turning up and racing at the Nubeena regatta. His knowledge of the racing rules was rather rudimentary, and his approach to marks owed more to the racetrack than sailing etiquette, such that he was given a wide berth, and huge grins. In the twilight races he regularly entered at Bellerive Yacht Club. His boat preparation was meticulous, and he was generous with his catering and comforts. He was the inaugural commodore of the International Rotary Yacht Club, Tasmanian division, an international association of Rotarians who own and cruise yachts.

Together with his beloved Sandra, they cruised the Furneaux islands recently, and were regulars cruising down channel. Geoff was sailing until just before his untimely death, after a short illness. The club sends its condolences to his wife Sandra, and three adult children, Amanda, Lisa, and Christopher.

Vale Geoff

(Bryan Walpole)

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## General Meeting held at Derwent Sailing Squadron on 1 Nov 2016

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### Opening

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

### Attendance and apologies

Forty eight members registered their attendance. Twelve apologies were recorded in the attendance sheet. There were no guests.

### Minutes of the last General Meeting (4 October 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 Phil Bragg seconded by Dave Davey.

### Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

### 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.

- Sally Schofield and Paul Strong (*Phase III*).

### Awards

#### Life Membership

Andrew Boon formally presented the Life Membership to Kim Brewer (pursuant to the decision at the AGM).

#### Cruising Plaques

Presentation of a Cruising Plaque was made to Gordon and Janet Armstrong (*Nuage*) for the cruise to Port Welshpool.

### Rear Commodore's Report – Catrina Boon

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

- October GM presentation Viva Mexico: Thanks to Phil Bragg and Barbara Weetman for the presentation to the October GM.
- Christmas function: To be held on 10 December at the Wave Station (Middleton). The format is BYO everything.
- AWBF BBQ at Government House: To be held on 12 February for interstate visitors. Tickets will be available to CYCT members in January.

**Vice Commodore's Report – Sheenagh Neill**

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

- Recent Cruises: Two cruises in October went well. Sixteen boats registered for the Norfolk Bay cruise with 8 boats ultimately participating. Overnight anchorages were at Connelly's Marsh (Thursday) and Cascades Bay (Friday) with a beach fire and BBQ and various Polish delights on a calm evening.
- Planned cruises: A day cruise to Richardson's Beach is planned for 20 November. This may be extended for those interested. On 25 November a half day cruise for CanTeen is planned – continuing a previous close association with CanTeen by Keith Wells. Additional cruises are planned for January and February. Refer to the website calendar for details.
- Facebook: The Facebook page has been established. It is in use with photos being uploaded already. Only members can access the site but members do not have to join. Talk to Sheenagh if you require further information.

**Treasurer's Report – Alex Papij**

The Treasurer's Report is available for perusal after the meeting and has been posted on the website. Alex had no specific comments to add to the written report.

**Commodore – Andrew Boon**

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

- Club Secretary: Andrew made a call to members for a new Secretary.
- Salmon industry consultations: Andrew thanked those who had contributed to the Club dialogue on this matter and/or volunteered to attend the planned meeting between the recreational boating/sailing and recreational fishing fraternity on 7 November. At this stage Andrew and Mike Ponsonby will attend on behalf of the Club. (Secretary's Note: *Christian Narkowicz attended in place of Mike Ponsonby at this meeting*)

**Women on Boats**

Jo Topp advised that the last meeting was a discussion on planning for a cruise to the Whitsundays. She also noted that 12 WOBs completed the radio operators' course. Jo noted that the November meeting will be on marine toilets.

**Items from other officers/other business**

- Winter Forum: Program completed for 2016 with the final forum topic being on insurance.
- Subscription payments: Julie Macdonald made a final call for payment of outstanding subscriptions prior to deregistration.
- venue is DSS (Training Room) on 25 October at 6:00pm.

**Next Meeting**

The next GM will be at DSS on Tuesday 6 December 2016 at 7:30 pm.

**Close**

The formal meeting closed at 8:05 pm.

**Guest Speakers**

Catrina introduced the guest speakers for this meeting, Dr. Christine Crawford and Dr. Kerrie Swadling from IMAS, who spoke on "Environmental factors influencing the water quality and plankton in Storm Bay".

Alan Butler thanked the speakers on behalf of the Club 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](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](mailto:ViceCommodore@cyct.org.au)



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