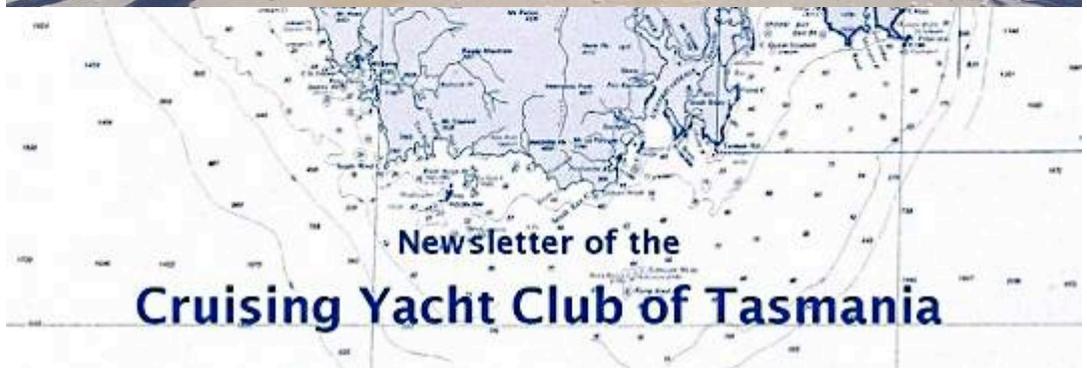


Albatross

Volume 43 No 1 February 2017



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: Passage Beach, Freycinet Peninsula, on a perfect summer afternoon during the Freycinet cruise, Jan 2017. *Close Encounters* and *Tahiti* at anchor. (image Damien Killalea)

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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.

Club Moorings: See p. 25

| CYCT CALENDAR | |
|---|---|
| <u>FEBRUARY</u> | |
| Tues 7 th | Skippers meeting (Furneaux Islands Cruise) @ 5.30 pm. Venue: Derwent Sailing Squadron. All skippers intending to participate in this cruise are asked to attend. |
| Tues 7 th | General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Circumnavigator, cowgirl, former ten-year Port Townsend Wooden Boat Festival director, American Kaci Cronkhite presents stories behind the stories of her new book <i>Finding Pax: the Unexpected Journey of a Little Wooden Boat</i> . |
| Wed 8 th | Committee Meeting @ 7.30 pm. Venue: RYCT |
| 10 th – 13 th | Wooden Boat Festival – liaison Commodore Andrew Boon |
| Tues 14 th | WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: rope handling and knots. |
| 12 th – 18 th | Port Davey Cruise – led by Tony Peach |
| 15 th – 18 th | Post WBF cruise – led by Commodore Andrew Boon |
| 18 th – 13 th March | Extended East Coast Cruise – led by Paul Kerrison |
| <u>MARCH</u> | |
| 10 th – 2 nd April | Furneaux Islands Cruise – led by Lew Garnham and Bryan Walpole |
| <u>APRIL</u> | |
| 1 st | Great Bay - National Clean Up Australia Day |

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



Summer is well and truly with us after a windy and sometimes cold December (we even had a bit of late season snow). We had our first Christmas Day afloat this year, with a day trip to Richardsons beach aboard *Tahiti*. We also anchored off Glenvar Beach after Christmas to watch the passing parade of Sydney-Hobart yachts. Interestingly they almost all were heading up into a NE breeze under a code zero. Speaking with the skipper of *Duende*, he said they did not use a genoa all the way from Sydney.

Taking Catrina Boon's advice, we purchased some red lights in the post-Christmas sales to light up *Tahiti* during Dark MOFO. Four strings totalling 600 red balls, which had a test run on New Years Eve, moored off Castray Esplanade. These acted as a beacon for yachts moored nearby, and attracted revellers, bearing bottles of Champagne, to the *Tahiti* party, which continued well into the morning. Or perhaps it was the stereo MegaBooms under the control of DJ VC Neill that were the magnet. Either way, we are set for Dark MOFO: Light and sound.

Straying from our cruising and no-racing ethos, Sheenagh and I joined the crew of *Duende* (Damian Parkes) for the King of the Derwent. There is always something to learn from sailing on other people's boats. For us it was how to go from second on the water to about sixth by not properly attaching the tack line of the asymmetrical spinnaker. We recovered the tack eventually and made up a few positions, and it was an enjoyable few hours on the water going faster than we normally do.

We joined *Westwind of Kettering* (Tony Peach) and 12 other boats for the Freycinet Cruise in mid-January. There is an article describing this cruise in this issue of *Albatross*. I would like to add a couple of things to what the article describes. We made an early departure from Bellerive to make the RV for canal transit, planned for 1300. Getting 14 boats through the canal is actually quite a challenge, and Tony had to make some tricky decisions regarding time and tide, which we all know wait for 'no man'. He got us all through safely and quickly, together with a couple of racing yachts who joined us for the transit. It was quite an experience for all of us and a sight for the motorists held up by the bridge being open. Tracey Taylor happened to be ashore (not by accident) and took some great photos. Also, a motorist took a video, contacted Sheenagh through the Public Facebook page, has offered a copy of the video and also wants to join the club. The boats with sails had a glorious reach across Marion Bay. The BBQ at West Shelly beach was well attended, and some were very tired sailors by this time. A memorable event at West Shelly that evening was the huge schools of slimy mackerel that would break the water simultaneously, making a thundering crash and stirring up phosphorescence. The fleet went north and split up for a few nights. We stayed at Hazards Beach and then Schouten Passage through the strong W change and the following day of strong S wind but Tony made the right decision to head back to West Shelly Beach, because there was not enough room for all the Fleet off Schouten and conditions would not have suited all.

While at Schouten, Sheenagh and I were invited aboard *Big Chief* (Tom Hey) where we met John Hall, Spring Bay Boat Club Commodore. CYCT members are invited to join the SBBC members for their monthly social gathering and BYO BBQ at their clubrooms at 7 pm on the second Friday of each month (except January). Sheenagh is exploring the potential for more interaction with this club.

Tony decided to transit the canal a day earlier than planned, due to strengthening NE winds forecast. We had another early start to make the RV for the westward transit. With the breeze on the nose we motored from dawn through a beautiful sunrise. Not sailing but very pleasant. We put into North Bay for lunch prior to entering the narrows. Again, this was tricky to coordinate with all the CYCT boats, other boats preceding us, a big QLD motor boat we invited to join us for their first transit, a strong E wind pushing the fleet along and an outgoing tide that was high but a low high, with not a lot of water under the boats with drafts over 2 m. Tony coordinated our transit and we all got through safely. The BBQ at Sommers Bay was another highlight, with most of the crews in attendance. There was music, some dancing (we have video evidence) and good cheer all round. This cruise emphasised the fact to me that, whilst every cruise requires many decisions to be made, when there are a relatively large number of boats involved decisions are more complex because there are many more things to consider than just ones own boat: factors such as anchorage capacity, boat and crew capability, experience, confidence, etc. I think all cruise participants appreciated the challenges that this cruise threw up for the cruise coordinator, and I would like to acknowledge what a great job Tony did in this role. And, Tony has just submitted an article about making decisions! Good reading.

Christian



Westwind of Kettering (Tony Peach) approaching Denison Canal. (image Tracey Taylor)

Commodore's Report



Happy New Year to everyone.

In spite of what seems to have been a very windy start to the year, there has been a lot of cruising going on. Congratulations to everyone who has left their berth or mooring and headed off, especially to those who are experiencing different routes and anchorages for the first time. Thank goodness for those aids like AIS (MarineTraffic), Facebook and the Tas Maritime Radio skeds that enable those of us who have been armchair cruisers to keep up with the progress of cruises.

There is still plenty happening, so have a look at the cruise programme and choose something just beyond your comfort zone.

February will be particularly busy both on and off the water. After our February General Meeting (Tue 7th) and Committee Meeting (Wed 8th), we set up our Australian Wooden Boat Festival (AWBF) stall on Thur 9th, then man the stall for the 4 days of the Festival. Many members are exhibiting their boats in the Festival, on the water and on shore. Several members are also involved in the organisation and running of different activities. If you are planning to come to the Festival and have a few hours to spare, consider manning the CYCT stall; we still have a few time-slots to fill, particularly on Sunday. If you are able to help, please give me a call/email. Look for us at Victoria Dock, between the dock entry bridge and Mures.

On the Sunday evening (Feb 12th), we will welcome interstate and overseas visiting cruisers at a BBQ at Government House. Rear Commodore Catrina, aided and abetted by Richard Catt, has done a splendid job of arranging this and it promises to be one of the social highlights of our year.

And when the Festival is over we will have a quiet cruise down the Channel which ends up at Franklin on Fri Feb 17th to view the opening of the international St Ayles Skiff Regatta, organised by the Living Boat Trust. We have invited visitors to the State, through the AWBF newsletter, to join us on this cruise.

On the administrative side, we have a new Secretary. But that's old news – or is it?

Andrew Boon

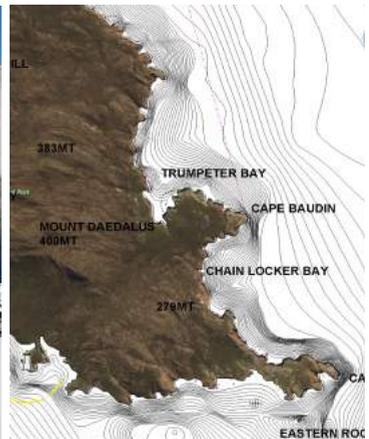
Vice Commodore's Report



What a great cruising summer we have had to date. Christian and I went on an enjoyable week-long cruise in company up to Schouten Island, led and organised by Tony Peach, who did an excellent job organising up to 15 boats at various stages. *Close Encounters* and *Tahiti* stayed in Schouten Passage whilst others returned to the safety of West Shelly Beach when a 'pesky low,' as I call them, came through.

We were lucky enough to spend some time on Schouten Island and meet the two young caretakers working on removing weeds from the Island. We were also lucky enough to be invited onto a local yacht *Big Chief* owned by Tom Hey and his partner Penny for sundowners. We met a lovely group of people from the Spring Bay Boat Club who are keen to link in a shared cruise with the CYCT to their local patch, Schouten Island.

We heard on the radio that boats were heading out the Passage and noticed several fishing boats and one yacht going around before the forecast strong westerly winds arrived. Tom confirmed that Trumpeter Bay on the outside of Schouten Island was a popular diving spot and a good anchorage. *Close Encounters* (Damien Killalea) went around that way on the way home and checked the anchorage out. He reported it looked well protected and there was a gully with manferns suggesting the probability of fresh water. It looked to have good holding in sand and would be suitable in most conditions. One to look up on our next trip.



Trumpeter Bay on the east side of Schouten Island (image Damien Killalea)

As a club we welcome all skill levels and experience. Tony did a marvellous job mentoring members new to East Coast waters. It did highlight the need for more mentoring and support

of skippers who are keen to get out there but don't necessarily have years of experience some members have. I am keen to organise a cruise in April where we might see members volunteer to mentor others new to cruising. More on this later. It would also be wonderful to see some of the more experienced female skippers step up and coordinate a cruise. At present I'm looking for a Cruise Coordinator to lead a cruise over the Easter period for the club. Please contact me if you can help out or wish to offer a cruise to your favourite destination.

February sees our summer cruising step up a notch, with a variety of options for members which surely should satisfy all. Andrew Boon will lead the post-Wooden Boat Festival cruise. Tony has stepped up again and is leading a cruise to Port Davey and Paul Kerrison is leading a different extended East Coast Cruise, from Recherche to Freycinet. For the more experienced cruisers, in March we see the club go further afield with Lew Garnham heading up to the Furneaux Islands to review anchorages for the next anchorage guide. (NB: there is a meeting for cruise participants on the 7th Feb at the DSS meeting rooms @ 5:30pm before the general meeting)

It astounds me how many boating folk out there still don't know how to use a marine radio. Whilst we were in Norfolk Bay on *Tahiti* recently, we were on listening watch on Channel 16, as we always are, and I couldn't believe the incorrect use of this channel by some fishing folk in the waters off Sloping Main. Andrew has provided me with some notes from a practical radio course he and Alan Gifford ran some time ago and I've asked the editor to include them in the February *Albatross*. I also will use them with guests on our boat as part of our normal orientation on *Tahiti*. They are a useful guide to remind ourselves of the designated working and port channels etc. I also encourage all club members who have not done so already to consider joining Tas Maritime Radio. It's run by volunteers, including some CYCT members. To become a member costs \$35 annually plus a \$10 joining fee. The fees go to support radio repairs and upgrades. Well worth every cent to support such an important service for the boating community. Happy cruising.

Sheenagh



West Shelly Beach BBQ during the Freycinet cruise, Jan 2017 (image Sheenagh Neill)

Rear Commodore's Report



Our David Graney was our Guest Speaker for the December General Meeting, presenting about his recent experience as crew in the Clipper Round the World Yacht Race. David gave a very interesting presentation about his journey and an insight as to what he called “the hardest thing he’s ever done”. Lots of food for thought!

February General Meeting Speaker: we are very lucky to have one of the Woodend Boat Festival speakers as our first general meeting speaker for 2017. Circumnavigator, cowgirl, former ten-year Port Townsend

Wooden Boat Festival director, and American Kaci Cronkhite presents stories behind the stories of her new book *Finding Pax: the Unexpected Journey of a Little Wooden Boat*. The story chronicles her 7 year quest to find the lost history of her 1936 Danish spidsgatter named *Pax*. In all, she met 8 families in California, British Columbia, Canada, and Denmark. Photographs not seen in the book will be part of the talk and questions are welcome. Copies of the highly acclaimed book will be available for purchase and signing. For more information, see kacicronkhite.com.

AWBF CYCT Welcome BBQ will be the first social event on the CYCT’s calendar and numbers are good for this event. For the first time it will be held at Government House and we are hoping it will help to showcase our wonderful city and to our interstate and international hosts. It will be held on Sunday 12th February from 5.30-8.30pm.

Catrina

MAST Recreational Boating Fund

Applications for the Recreational Boating Fund (RBF) are open and must be received by 31 March 2017. Application forms are available from the Marine and Safety Tasmania website www.mast.tas.gov.au

If any member has an idea for a funding application, please bring it to the March meeting or send it to commodore@cyct.org.au

We have previously suggested navigational aids (lights), dinghy landings and moorings.

Freycinet cruise 14-22 January 2017

A total of 14 boats (*Alkira, Beyond, Cleo, Close Encounters, Inca, Intrepid, Lemaris, Nuage, Rubicon, Schouten Passage, Spirit of Freya, Tahiti, Wayfarer II* and *Westwind of Kettering*) participated in the Freycinet cruise, with a total of over 30 people, which resulted in a very enjoyable social event.

The day scheduled for the start of the cruise (Saturday 14 January) brought such severe westerly winds that many of the fleet delayed their trip across to Norfolk Bay until Sunday. Several others decided to overnight in the Snug or Coningham area and make a reasonably early start on Sunday. There was a 3-3.5m swell running across the mouth of Frederick Henry Bay, a legacy of



Swell coming from Storm Bay (image Lyn Peach)

the previous day's boisterous weather. However, by 13:00 hours on Sunday most of the fleet were assembled and ready to travel through the Denison Canal. A few of the fleet were Canal virgins (first timers), but the group stayed reasonably well bunched up in the "conga line", and there was minimal impact on the local vehicular traffic. The transit through the Marion Bay Narrows was un-eventful, and the fleet travelled on to Orford for the first night. West Shelly was the preferred anchorage location. Although it was rather a long day a beach barbecue followed, always a great way to start a cruise and get to know everyone. Surprisingly, once ashore, a significant supply of wood for an open fire barbecue was available.



Intrepid at Coles Bay (image Lyn Peach)

On Monday, most of the fleet headed for Maria Island or Schouten Passage, with *Alkira*, *Intrepid*, *Spirit of Freya* and *Westwind of Kettering* venturing further to Coles Bay. *Spirit of Freya* was single-handed and *Alkira* was kind enough to assist with the mooring process at Coles Bay. Unfortunately, due to the windy conditions in Coles Bay only one night was spent there, with those four boats travelling back to Schouten Passage the next day.



Spirit of Freya getting some assistance with mooring (image Lyn Peach)

The warm conditions were very favourable for sailing, fishing and even swimming so everyone was happy (although later reports of a 5 metre shark near Marion Bay were a bit of a deterrent). Again, due to the forecast south-westerly winds, a dozen boats returned to Orford that day and enjoyed another drinks and barbecue session on the beach. *Tahiti* and *Close Encounters* went exploring and discovered a pleasant anchorage on the eastern side of Schouten Island in Trumpeter Bay. On Wednesday some boats explored Maria Island while others enjoyed the delights of Orford, with most of the fleet spending another night, with the obligatory pre dinner drinks ashore at West Shelly.



The tender line-up at West Shelly Beach (image Sheenagh Neill)

Due to the forecast North Easterly winds, which cause hazardous conditions at the Marion Bay narrows, it was decided that Thursday would be the best day to return through the canal. The tide dictated a 16:00 transit. On arrival at the eastern canal leads, the bridge operator was confronted by a non-CYCT boat that had entered the canal without hailing, just prior to our fleet arrival. Consequently the CYCT fleet had the opportunity to really bunch up.



A well bunched up fleet exiting Denison Canal (image Lyn peach)

After exiting the canal all the “conga line” headed to Sommers Bay for a barbecue table and chairs supplied by the locals for everyone. *Wayfarer II* and *Rubicon*, both decided to head to Sloping Main to enable an early start back to Hobart the following day.



The fleet in Sommers Bay (image Sheenagh Neill)

Friday resulted in a very wet trip home for most of the fleet. *Close Encounters*, *Intrepid*, *Spirit of Freya* and *Westwind* stayed behind in Norfolk Bay and a very pleasant anchorage for the conditions was located at Prices Bay. On Saturday they explored the coal mines at Lime Bay and enjoyed a warm, sunny weekend in Norfolk Bay, before returning home on Sunday in near perfect conditions.

Lyn Peach

Radio operation and protocols

What the knobs on the front of the radio do

There are two knobs that are on all makes of VHF radio: VOLUME and SQUELCH.

VOLUME: often has the ON/OFF switch on it, makes the radio sound louder when a call is received. Adjust it when you can hear a signal (or noise – may need to turn the SQUELCH anti-clockwise to get some noise).

SQUELCH: silences the noise that is heard when no signal is received. It may prevent reception of a weak signal if it is turned clockwise too far. Start fully anti-clockwise and turn until the noise stops, then a little bit more.

The other important controls (knob or buttons) select the channel. There is normally a button labelled “16” so that you can quickly get to the distress and calling channel (Channel 16), and other controls enabling you to tune to a different channel. These vary between different radios.

General principles

Channel 16 is not to be used for general chatter. It is for distress, safety and calling only.

Always leave your radio on Channel 16 when you are not speaking to another station or listening to a weather broadcast (don't forget to switch back to 16 after the weather).

All calls are initiated on Channel 16, then calling and called stations move to a working channel, leaving Channel 16 clear. In this way, Channel 16 is kept clear for distress and safety calls and for other stations to make arrangements to contact each other on a working channel.

To contact another station

1. Listen on a working channel (72, 73 or 77) to see whether it is in use. Normally use 77 (convention only) if it's free.
2. Select the calling channel: VHF 16
3. Listen to ensure that the channel is not in use (30 secs or so). Your radio should normally be left on the calling channel, but make sure that the volume is turned up. Open the squelch, hear the noise to make sure that the volume is OK.
4. If the channel is not in use, remove the microphone from its holding bracket, hold it 50 mm in front of your mouth, depress the press-to-talk lever/button, wait one second then call: “Reflections, Reflections, Reflections, this is Tahiti, Tahiti, Tahiti calling on VHF Channel 16”
5. Wait 1 minute. If no answer, repeat the call.

To answer a call

1. Remove the microphone from its holding bracket, hold it 50 mm in front of your mouth, depress the press-to-talk lever/button, wait two seconds then call: “Tahiti , Tahiti, Tahiti, this is Reflections, Reflections, Reflections. Go to Channel 77”
2. Tahiti acknowledges this, eg by saying: “Going to 77”. If she knows that 77 is in use but 72 is clear, the response might be: “Negative, go to Channel 72”.
3. Both stations select the working channel (77 or 72)

At the end of a call

1. Replace your microphone in its holding bracket.
2. Switch your radio back to Channel 16.

To Make a Distress Call

Select Channel 16, remove the microphone from its holding bracket, hold it 50 mm in front of your mouth, depress the press-to-talk lever/button, wait one second then call:

“Mayday, Mayday, Mayday, this is Reflections, Reflections, Reflections. We have hit a submerged object and are sinking rapidly. There are 4 people on board. We are launching our life raft. Location 4 miles east of Cape Queen Elizabeth”. Stay on Channel 16 and wait for a response. If nothing is heard after one minute, repeat your Mayday call.

If you hear a Mayday or Pan Pan call from another vessel

If you receive a distress or urgency call from a vessel that is in your vicinity, you have an obligation to respond to the call. However, if you are in an area that is covered by Coast Radio Hobart or Hobart Port Control, wait a short time to allow the coast station to respond as they will normally be better able to deal with the call than you can.

If nobody else responds within a reasonable time period (30 seconds?), select Channel 16, remove the microphone from its holding bracket, hold it 50 mm in front of your mouth, depress the press-to-talk lever/button and call: “Mayday [or Pan Pan] Reflections, Reflections, Reflections, this is Tahiti, Tahiti, Tahiti. Received Mayday [Pan Pan]. In position 6 miles east Cape Queen Elizabeth, proceeding at 6 knots estimate at your position in 20 minutes. Over”. Remain on Channel 16. Make a “Mayday Relay” call to Coast Radio Hobart if they can’t hear Reflections directly and they will contact Tasmania Police.

To Make an Urgency Call

Select Channel 16, remove the microphone from its holding bracket, hold it 50 mm in front of your mouth, depress the press-to-talk lever/button, wait one second then call: “Pan Pan, Pan Pan, Pan Pan, Hello all stations, Hello all stations, Hello all stations, this is Reflections, Reflections, Reflections. I have a crew member who has had a heart attack and requires urgent medical attention. I am 4 miles east of Cape Queen Elizabeth.” Establish communications with another station, then provide more information, eg arrange for a faster boat to provide transport to shore, etc.

Other Trivia

Your VHF radio should be set to the International channel set (NOT US or Canadian). If you can’t hear Coast Radio Hobart on channel 78, you probably have the wrong channel set selected (refer to your radio User manual). If you are calling a boat in the same anchorage, use low power (‘Lo’ on Hi/Lo switch or ‘1W’ on 1W/25W switch). This saves your battery and reduces interference to nearby stations on other channels. If you can hear another boat calling you but they can’t hear you, check that your Hi/Lo switch is not still in the Lo position. Silence periods

are three minutes after the hour and half-hour. Do not use Channel 16 in these periods, to allow weak distress calls to be heard.

Working Channels

There are many channels designated for Inter-Ship communications (6, 8, 9, 10, 17, 72 and 77), but some are reserved for special uses (eg Ch 6 is used for Air-Sea SAR), others are conventionally used for specific purposes (eg Ch 9 for regattas, yacht race organization). Normally, pleasure craft use 72, 73 or 77. Repeater channels (21, 22, 80, 81 and 82) are also used for Ship-to-Ship communications when you are within range of a repeater. You can't talk to another boat on a repeater channel unless you are within the service area of a repeater that uses that channel. You can't talk to another boat on Channels 78 or 79 either (only to a coast station, eg Tas Maritime radio).

If you are calling a commercial vessel, select Channel 72 as the working channel.

If you are calling a professional fishing vessel, select Channel 72 or 77 as the working channel.

Phonetic Alphabet and Figure Code

When it is necessary to spell out call signs words and numbers, the following table should be used – as per IMO Standard Marine Communications Phrases 2002. A few digits and numbers have a modified pronunciation compared to general English.

| Letter | Code word | Spoken as | Letter | Code word | Spoken as |
|--------|-----------|-----------------------------|--------|----------------|-------------------------------------|
| A | Alfa | <u>AL</u> FAH | N | November | NO <u>VEM</u> BER |
| B | Bravo | <u>BRAH</u> VOH | O | Oscar | <u>OSS</u> CAH |
| C | Charlie | <u>CHAR</u> LEE or SHAR LEE | P | Papa | <u>PAH</u> PAH |
| D | Delta | <u>DELL</u> TAH | Q | Quebec | KEH <u>BECK</u> |
| E | Echo | ECK OH | R | Romeo | <u>ROW</u> ME OH |
| F | Foxtrot | <u>FOKS</u> TROT | S | Sierra | SEE <u>AIR</u> RAH |
| G | Golf | <u>GOLF</u> | T | Tango | <u>TAN</u> GO |
| H | Hotel | HOH TELL | U | Uniform | <u>YOO</u> (or <u>OO</u>) NEE FORM |
| I | India | <u>IN</u> DEE AH | V | Victor | <u>VIK</u> TAH |
| J | Juliet | <u>JEW</u> LEE ETT | W | Whiskey | <u>WISS</u> KEY |
| K | Kilo | <u>KEY</u> LOH | X | Xray | <u>ECKS</u> RAY |
| L | Lima | <u>LEE</u> MAH | Y | Yankee | <u>YANG</u> KEY |
| M | Mike | MIKE | Z | Zulu | <u>ZU</u> LU |
| 0 | Zero | <u>ZEEROH</u> | 8 | Eight | AIT |
| 1 | One | WUN | 9 | Nine | <u>NINER</u> |
| 2 | Two | TOO | 10 | One zero | <u>WUNZEROH</u> |
| 3 | Three | TREE | 1000 | Thousand | <u>TOU SAND</u> |
| 4 | Four | <u>POWER</u> | . | Decimal point | <u>DAY-SEE-MAL</u> |
| 5 | Five | FIFE | . | Full stop | STOP |
| 6 | Six | SIX | / | Oblique stroke | OBLIQUE |
| 7 | Seven | SEVEN | | | |

Andrew Boon – from a radio operation training course run with Alan Gifford

Making Decisions

It appears to be a repetitive scenario. Sitting in a secluded bay, a solitary anchorage and another boat arrives late afternoon to evening. There is something about the magnetic attraction that occurs between boats. Almost invariably, the latest entrant to the anchorage wants to drop the pick in your coveted swing area. What do you do? Decision time, politely explain that you have anchored in the location because the forecast is predicting a wind shift later that night, and that when the event occurs, if it does, the new arrival may make it very difficult for you to pull anchor should the need arise. Why did the new arrival not consider this scenario prior to dropping the anchor? It can only be the lack of decision making.

Boating is a series of constant decisions. The weather, the tide, tomorrow's sailing forecast, sufficient fuel or drinking water for the journey, will the lettuce last the 14 days away, or are we on dried rations? The recent CYCT voyage to Freycinet Peninsula assisted several skippers glean new skills. These boaters made the decision prior to leaving their home port that cruising in company would assist them to learn, along with other skills, the process of traversing Blackman Bay, including the Denison Canal and Marion Bay Narrows. As the Cruise Coordinator, I made a decision the very first day to postpone the commencement of the trip to the canal entry by half a day, due to what would have been challenging wind conditions for some of the vessels. The next major decision was, should the fleet wait for the tail-enders or transit the canal at what was considered the ideal time. The fleet waited.

A flawless trip through Blackman Bay resulted in the fleet sailing north through Mercury Passage and anchoring in Prosser Bay. Why there and not Maria Island? The answer was the prevailing and forecast wind direction for that night. The wind "forecast" suited my decision to visit Coles Bay the following day to catch up with friends. In reality, the wind did not "obey" the forecasters, and from very early morning, it increased from a few knots to gusting above twenty knots, in the opposite to the forecast direction. This now created a new decision: was it safe to go ashore to visit our friends. The answer was probably yes, but the comfort would not have been good sitting in the local coffee shop drenched to the skin. The visit was aborted. *Alkira* was in Coles Bay with *Westwind*, and the former vessel's skipper made two decisions that night. The anchor was weighed around 0200 and *Alkira* was moved to a slightly more comfortable location, and again at about 0500 a repeat decision to attempt to reduce the uncomfortable anchorage by moving occurred. *Spirit of Freya* was also with the breakaway group. The non-forecast conditions caused a 1 to 1.5 m sea slop. The single-handed skipper had to decide to retrieve or tow the dinghy. With conditions at the bow, which was rising and falling about 1.5 metres, albeit with some difficulty, the dinghy was stowed. This decision was observed to result in an understandable reluctance to re-deploy the dinghy during the later stages of the journey. It was still the correct decision. To tow your dinghy and have it fill with water or overturn in rough seas could result in serious consequences.

Decisions come in all forms. Not only do anchorages and weather impose difficult decisions on any skipper, boat technical problems cause different, but also unexpected decisions. *Cleo* broke a component on the end of her boom, disabling the use of her mainsail. The skipper managed to affect temporary jury-rigged repairs and continued the cruise. Aboard *Westwind* we awoke one morning to discover all the alternating current (AC) power had failed. This power runs the fridge and freezer. Decision time again. Do we abort the trip and return to Hobart? A quick analysis revealed that battery voltage had dropped to 10.5 volts. This is the figure when the inverter will cease to produce AC current. The problem was quickly identified as being a battery isolation switch in the lazarette that had been inadvertently bumped to the off position during fishing rod retrieval the previous day. This clumsy effort had reduced the battery bank by 66%. The switch was placed back to its correct closed position and the inverter recommenced the process of keeping the sausages frozen.

Aboard *Nuage* the skipper had noticed an increase in vibration when the iron headsail was operated. A subsequent analysis of potential causes: a) engine mounts loose; b) engine out of alignment with propeller shaft; c) worn cutlass bearing; d) bent propeller shaft; e) damaged propeller; f) worn flexible drive coupling; g) something else. Systematic inspection revealed a loose engine mount. The skipper's decision to investigate the vibration probably eliminated resultant damage. *Nuage* also noted a significant amount of water in the bilge. On close examination, it was realised to be fresh water and the horror of the boat sinking quickly dissipated. However, the internal leak from the fresh water tanks had caused all the drinking water to be lost. Fortunately, this event occurred near the end of the week-long cruise and the skipper being well prepared had fresh water emergency containers aboard. These were filled from other boats with sufficient excess fresh water and *Nuage* decided to prudently return home.

A skipper's decision not to have their VHF permanently in the activated "on" position, and with sufficient volume for anyone aboard to hear broadcasts and tuned to channel 16, is at the edge of irresponsible. Such a decision may save a minimal amount of the battery charge but on occasions it could save a life or your boat. Channel 16 is the internationally recognised emergency calling and initial hailing channel that most experienced boaters will tune to. If you miss a broadcast on other channels, return immediately to 16. You will then quite likely be able to re-establish communication with the other vessel. The Freycinet fleet during the return transit through Blackman Bay, were all held at the eastern end of the canal for some 15 minutes. This was because a non-CYCT boat entered the canal without hailing the operator. Any radio tuned to channel 16 would have overheard the subsequent dialogue between the bridge operator and the recalcitrant boat, thereby providing sufficient information for the listener to have understood the reasons for the transit delay. As Cruise Co-ordinator, I decided not to broadcast to the CYCT boats, the information that I had overheard, as the bridge operator did not need any further distractions, delivered by me through his hand-held radio. If you have a low power setting on your radio, use it when hailing boats close by. This will reduce intrusions to unaffected boats that may be many miles distant. I recommend that you make the decision to

leave your radio turned on continuously, and if you are anxious about battery capacity, decide to invest in greater capability.

Not all decisions are to preserve the safety and operation of the boat. Experienced sailors realise that the crew usually gives up before the boat. Aboard my own boat the first decision of the day, even before coffee, is to check the weather for the next 24-36 hours. It is necessary to assess the coming several hours to determine sailing conditions, and the associated comfort of the crew aboard. If the skipper fails to evaluate the forecast, they may finish with an ill, disgruntled, unable-to-assist and, on occasions, terrified crew. The original plan for the fleet was to return to Norfolk Bay via the canal on Friday 20th, but the forecast resulted in a decision to transit on Thursday 19th. This decision I considered vindicated, and it probably eliminated some distress for the CYCT fleet. A forty-foot yacht, not with the CYCT fleet, but with an acquaintance aboard who had transited the Marion Bay narrows literally thousands of times as a former abalone diver in a small power boat, revealed the following: "As the NE built on Friday during early afternoon, we surfed in 3 metre seas in 2.5 meters of water through the narrows. If we had broached, we would have been on the rocks or the sand bar".

Close Encounters and *Tahiti* elected to stay in Schouten Passage, when the balance of the fleet repatriated to Prosser Bay. For the first night, this decision was validated by "discovering" an ideal anchorage at Trumpeter Bay on the east coast of Schouten Island. However, the following day these boats had to beat to windward for several hours. Had they been inexperienced sailors, they may not have been able to cope with the conditions as the dreaded mal-de-mer can impose its evil symptoms.

I earlier mentioned the 24-36 hours of forecast. The reason for this is to use the first 12 hours for travel and the second 12-hour block anchored in a comfortable location, and the third 12-hour segment for travel again in comfortable conditions if possible. So, next time you prepare to head out on the water, you should decide if are you ready to face both the forecast conditions and the unexpected.

Tony Peach



Part of the Freycinet fleet traversing Blackman Bay heading for Denison Canal. (image Christian Narkowicz)

New Life Member - Kim Brewer

The following was prepared by Alan Gifford in support of the nomination of Kim Brewer for life membership of the CYCT. Kim's nomination for this honour has duly been accepted, and life membership was awarded at a general meeting in 2016. I think it is appropriate to publish in full Alan's statement of support. (ed)

Kim has been acknowledged for her work in Club officers' reports, in articles about her work with Women on Boats (WoB), cruise reports, Club meetings and in other similar ways. However it is appropriate and timely to acknowledge her immense contribution to the Club in a more detailed and official way. As a sailor she is knowledgeable, capable, highly experienced and fearless. As a role model she has few peers. Apart from all this she is a delightful and generous person and has become a very dear and caring friend.

Her enthusiasm and willingness to take on roles and responsibilities right from the start of her



involvement with the Club was amazing. To have a woman with the breadth and depth of her experience has been of enormous benefit to the Club and saw a lift in the involvement of the many women who were active sailors in the club. The genesis of WoB came after discussions between us in 2009 just after Kim joined the Committee as Editor. My motivation derived from years of trying to involve Susan in boating but despite very real efforts on her part, Susan remained very anxious, to the point of being frightened, whenever we headed out. Like most women at that time (and now I guess) she would play no part in the skippering or indeed the operation of our boat. Both Kim and I were well aware that women suffered abuse, ridicule, poor communications, tightly prescribed roles on board and quite simply, were in so many cases, second class and subordinate members of boats' crews.

Kim Brewer (and Catrina's hand) (image Sheenagh Neill)

We discussed ways by which we could address the many issues facing women who had endured these attitudes and behaviours, often at the hands of their nearest and dearest. The suggestion of a program specifically designed and importantly run by women, evolved. Some in the Club took some convincing but as you know it got legs and the success of the group has been beyond anyone's dreams and expectations. It is worth acknowledging the wholehearted support of Commodore Chris Palmer at this time. The Club has a long history of extraordinary contributions made by many extraordinary women. In various ways their contributions have been recognised and indeed, played a crucial part in gained acceptance of the idea of WoB. The genesis led to a detail plan of WoB Club activities which commenced in early 2011 and have been part of the Club's calendar ever since.

Over and above her work with WoB Kim made significant contribution the Club management as a Committee member, initially as Editor and then Rear Commodore. While Rear Commodore in addition to all those relevant duties, she helped me prepare our new-look printed Cruising Calendar, a lengthy task I had as Vice Commodore. Her word publishing skills were light-years ahead of mine. Kim has also contributed in so many other a ways including liaison with the Wooden Boat Festival, TasPorts, Dark MoFo, introducing new boat buyers to Club membership, and generally assisting anyone who needed help, just to name a few.

Apart from contributing to and helping to make the Club a better social and sporting environment, she has enabled so many women, members and non members, to become fully competent sailors and as a result, much more confident and happier women. She has been quite a rare find.

I fully support recognition of Kim's contribution to the Club through Life Membership.

Alan Gifford

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.

New Members

APPLICATIONS FOR MEMBERSHIP

(no boat named)

Barbara Murphy

Terra Nova

Michael Graf

Zebedee

Gregory Maddox

Maybe

Gary Butterfield and Jill Butterfield

Blues Away

Leigh Faulkner and Susan Molyneux

Ariel

Ian Ravenwood and Linda Ravenwood

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.

NYE at Lodge Bay

We were fortunate that for New Year's Eve the rain had stopped and the sun was shining so an enjoyable celebratory barbecue was held at Lodge Bay. Crews of the following boats started the festivities with some very good champagne aboard *Westwind of Kettering - Blade Runner, Intrepid, Kokomo, Willyama* and *Neptune*. We were later joined onshore by the *Margaret Ann* crew and a great time was had by all, culminating in a fireworks display from the locals at Quarantine. The evening ended with a whisky tasting aboard *Blade Runner* - to ensure everyone had a good night's sleep. We think it worked.

Lyn Peach



Getting ready for NYE at Lodges Bay (images Tony Peach)

General Meeting held at Derwent Sailing Squadron on 6 Dec 2016

Opening

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

Attendance and apologies

Fifty three members registered their attendance. Twelve apologies were recorded in the attendance sheet. There were three guests including founding member John Mitchell.

Past secretary

Alex Papij moved a vote of thanks to Mike Ponsonby for his efforts as Secretary over the past three years or so. The motion was seconded by Catrina and passed unanimously.

Minutes of the last General Meeting (1 November 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 Ottmar Helm seconded by David Mitchell.

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 member was welcomed to the Club by the Commodore, presented with her burgee, and given the opportunity to introduce herself and her boating history:

- Kathy Veel (*Quintet*).

Rear Commodore's Report – Catrina Boon

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

- Christmas BBQ at Wave Station: 10 December, refer to the *Albatross* for details.
- AWBF BBQ at Government House: 12 February, details will be advised in an email to members after Christmas.

Vice Commodore's Report – Sheenagh Neill

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

- Bookings for Wave Station: To date some 50 people have advised that they will be attending.
- Forthcoming cruises: Sheenagh noted the busy cruise program over the first few months of 2017 and referred members to the website for details.

- Facebook: Sixty people have joined the Club's FB group and FB has become popular for sharing information on cruising activities by the Club and members generally.

Treasurer's Report – Alex Papij

The Treasurer's Report is available for perusal after the meeting and has been posted on the website. Alex advised that subscriptions have been received with one exception.

Commodore – Andrew Boon

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

- AWBF CYCT stand: The Club has paid for its stand at the AWBF.
- Salmon industry consultations: An update was provided on recent discussions with Tassal and Petuna. Refer to the article on Page 11 of the December *Albatross*. Andrew referred specifically to (a) agreements for the companies to mark salmon pen boundaries with lights (with specific sequences for identification) and (b) discussions with MAST in relation to facilitating the inclusion of relevant details of aquaculture leases etc on the official charts.

Women on Boats

Kim Brewer advised that the WOBs end of year function will be held next week (13 December) at Judith De La Mare's home.

Items from other officers/other business

- Albatross articles – Christian asked members to make an effort to provide articles for the *Albatross* including photos from recent events/cruises.
- Dark Mofo – Kim advised interested members to use the Christmas sale opportunity to purchase lights at a discount for the next Dark Mofo.
- Paul Kerrison: Paul noted several points including the following:
 - Paul welcomed the attendance of former longstanding member Ian Turnbull. He noted Ian's significant contribution to the D'Entrecasteaux Waterways publication (which has now become the *Cruising Southern Tasmania*).
 - Roger Locke is continuing his recovery and has recently been out sailing.
 - Paul noted a number of excellent forthcoming cruises and encouraged members to get out in their boats. In particular he mentioned Irish Mist's proposed cruise in company to Recherche and the East Coast and welcomed members to join for all or part of the cruise.
 - He also advised that Irish Mist will be cruising north on the main island commencing around April 2017 and welcomed any members wishing to cruise in company with them.
 - AWBF Shipwrights Village – Paul called for members who may be involved or connected with relevant youth groups to consider participation in a proposed AWBF boat building activity which will involve the building of a real boat (stitch & glue method) under expert guidance.

- Phil and Helen Hebblethwaite – Paul noted that the Hebblethwaites are now back in Australia (not Tasmania yet) after an extensive period cruising in South East Asia.
- Lew Garnham – noted that Clare de Lune (Ken Collins) was lost off Stradbroke Island.
- Kathy Veel – advised of a proposed program of morning and afternoon sailing for sailors with disabilities to be held after the AWBF. Refer to the Sailability website for details. Volunteers are required for up to 2 weeks.

Next Meeting

The next GM will be at DSS on Tuesday 7 February 2017 at 7:30 pm.

Close

The formal meeting closed at 7:55 pm.

Guest Speakers

Catrina introduced the Club member David Graney who spoke on his recent experience as crew in the Clipper Round the World Yacht Race.

At the conclusion of the presentation Val Nichols thanked David on behalf of the Club and presented him with the first of the new “Albatross” plaques made for this purpose by Club by Committee member Darryl Ridgeway.

Close

The meeting and guest speaker presentation concluded around 10:00 pm.

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 20th (there is no *Albatross* in January).
-

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

Please note: the mooring buoy MAST registration numbers given in the membership list are incorrect.



Coming through Marion Bay Narrows on a good day (image Sheenagh Neill)



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