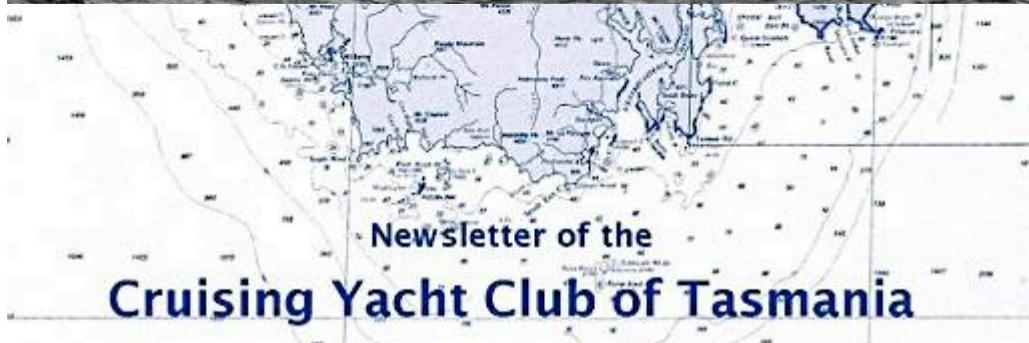


Albatross

Volume 43 No 2 March 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: *Westwind of Kettering* (Tony and Lyn Peach) returning from Port Davey in relatively benign 3-4 m swells (image Brad Harris on *Nuage*)

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Not a CYCT Member?

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

Club Moorings: See p. 37

CYCT CALENDAR	
<u>MARCH</u>	
Tues 7 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker Andrew Morgan of Hydrowood, speaking about the recovery of timbers from Lake Pieman.
Wed 8 th	Committee Meeting @ 7.30 pm. cancelled
Tues 14 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: Emergency Equipment
Friday 10 th – April 2 nd	Furneaux Islands Cruise led by Lew Garnham
Friday 31 st – April 2 nd	National Clean Up Australia Day weekend cruise to Great Bay
<u>APRIL</u>	
Sun 9 th	New Norfolk Autumn Festival Cruise led by Bryan Walpole
Friday 14 th – 18 th	Don Sutherland Great Bay Easter cruise led by Commodore Andrew Boon

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.

Editorial



February was a busy month for the CYCT, as evidenced by the bumper issue of *Albatross* this month. A big thank you to all contributors.

The AWBF this year was the first that I have been involved with in any capacity. Sheenagh and I had a lovely Saturday. She was on the CYCT stand talking non-stop to all and sundry about the Club and the benefits of joining, or selling publications. There was a huge amount of interest. Also, it was especially nice to put faces to voices. The Tas Maritime Radio stand was next door and we got to meet some of the volunteers of that organisation.

Afterwards we did the rounds together of some of the boats we had been invited onto, including Club members'. We started with *Aziza* (Val Nicholls) and we finished up on the motor launch *Venus* (Phil Bragg and Barbara Weetman) with a few in between. I must say the hospitality everywhere was wonderful and *Venus* really topped it all off. The conversation and laughter were continuous. Then the girls from Mama K and the Big Love (old-school soul, funk and heathen gospel singers) arrived, to fill the cabin with (even more) female glamour and their beautiful singing voices. Thanks *Venus*, what a treat. I am starting to get what the AWBF is really about. Sheenagh and I then safely cycled home to Bellerive despite being a bit wobbly over the bridge.

We also later caught up with cruising friends from QLD. I think a huge part of the Festival is about catching up with people. It is a gathering place for cruising sailors from all over the country. The CYCT did their bit with the Government House BBQ and the post-Festival cruise, both of which were very successful. Both events provided opportunities to meet sailors from other parts of the country and other countries, to socialise and experience the special qualities that only Tasmania can offer. For example, freezing cold in the middle of summer, dramatic changes in weather, and our unique (in Australia) combination of heritage and natural environments.

Sheenagh made what I thought was a very perceptive comment to a sailor from Victoria. There are two main filters that keep mainlanders out of our waters. One is Bass Strait, which many sailors are terrified of. The other is their perception of our weather conditions as being awfully cold and very windy. However, once they sail here, many will move down with their boats and settle. However, the weather over the AWBF weekend could only have reinforced the negative perception about Tasmania's climate. Tasmanian sailors were described to me as adventure sailors by a Queenslander at the BBQ. There may be an element of truth in this, as evidenced by the articles in this issue of *Albatross*. But maybe we just understand our conditions and know when to stay home or in a safe anchorage, preferring to wait for the right moment to head out into open waters. There is a time for sailing and another for sitting in the saloon with Mama K.

Christian

Commodore's Report



What a fantastic year it has been so far!

The Australian Wooden Boat Festival (AWBF) occupied much time for many of our members, as part of the organising team, volunteers during the Festival, onboard their boats as entrants in the Festival, volunteers with the Club stall or other organisations and, of course, just wandering around the Docks and taking in the many facets of the programme. Congratulations to all who contributed to this wonderful event which is acknowledged as internationally significant on the wooden boat calendar.

The Club stall at the AWBF generated a good deal of interest from potential new members as well as visiting cruisers. We covered our costs by selling copies of *Cruising Southern Tasmania* and were able to provide free errata sheets to anyone who enquired. Government House was a splendid venue for our customary 'welcome' barbecue for visiting cruisers and all who attended were impressed by the tours of the House and the opportunity to meet Her Excellency. Special thanks to Rear Commodore Catrina and to Richard Catt for making this happen.

We have had several significant cruises so far which have been well supported. As a result of reviewing the reports of cruise coordinators, Vice Commodore Sheenagh will be implementing some specific training initiatives in the near future as well as promoting a more pro-active mentoring scheme for new members (and older members who would like to be involved). A few topics have dropped off our radar recently, but we will be looking at radio procedures, anchoring, man-overboard recovery, general boat handling and maybe even radar use. Stay tuned!

We have had a couple of good suggestions for projects to be funded by the Recreational Boating Fund administered by Marine and Safety Tasmania. If you have any ideas, please send details to me or any other committee member. We need to have submissions in by March 31st.

I am about to get a double-dose of cruising. I have just returned from the post-AWBF cruise (what a great time we had in Franklin!) and am preparing for two weeks at Port Davey (which could turn into 2 weeks in the lower Channel, of course), to be followed by three weeks in the north-east road-testing the draft NE cruising guide. I look forward to some settled weather – I think we are due for some!

Andrew Boon

Vice Commodore's Report



Whilst it has to be agreed that this summer has been fickle both in temperature and in wind forecasts it hasn't dampened our willing group of cruise coordinators. Our coordinators have led or are leading a great variety of cruises around the state, much to the enjoyment of visitors and members alike.

As I write, Paul Kerrison's Extended East Coast Cruise is heading into Port Arthur. Commodore Andrew Boon has just returned from the post-Australian Wooden Boat Festival Cruise with many visitors down the Channel. On land the club has been busy as well. We have had a successful stall at the AWBF as well as the sold out welcome to visiting sailors BBQ at Government House, organised by Rear Commodore Catrina Boon.

Our club is buzzing and the number of members is increasing. It's great to see. When I was on our club stall at the AWBF I was asked by a potential member if there were any young people in the club. His point is valid. We need to encourage more young new members to ensure the longevity of the club. On a recent cruise to Norfolk Bay we meet a young family that were considering joining. Child care issues and work finishing times restricted their ability to attend meetings. We may have to consider how we can be more accommodating for our future members.

I have really enjoyed being part of the working teams for events led by Andrew and Catrina. Their organisation of the AWBF events was effective and these events did the Club credit. The Government House BBQ was a treat and I won't forget it for a while. Especially my faux pas with the Governor's partner who asked for a beer but didn't have a drink ticket. When quizzed he smiled and said "I live here". I felt like I fell into a snake pit but laughed. He got his beer and being Irish I can laugh at my mistakes. Needless to say there goes my chance of a return invite!

Lew Garnham is busy making preparations to lead a group up to the Furneaux Islands. He has four members joining him including Ian Johnston who is circumnavigating Tasmania at the moment. They will be reviewing anchorages for an upcoming cruising guide on the area.

There are two shorter cruises in April. One to Great Bay and one to New Norfolk for the Autumn Festival led by Brian Walpole who has been busy with the Living Boat Trust cruise, tawe nunnugah. The Great Bay cruise has been registered with Clean Up Australia Day and I am leading this. I am passionate about recycling. Yes I do use plastic but where possible I try to use reusable materials. There is nothing more disappointing than seeing rubbish/ plastics on a beautiful beach. So if you are inclined for a leisurely walk picking up rubbish, please come along on either the Saturday or Sunday. I'd be really chuffed if we had a good turn out for this Clean Up cruise. Our cruise BBQ will be on the Friday night as we have to go to Cygnet on the

Saturday night. I will make some yummy vodka jellies for anyone interested in trying one. (Please note we will need to take our collected rubbish back with us to our home ports.)

I am writing this report listening to the wind howl and swing our boat around on the Club mooring at Nubeena. The Club has two moorings, one at Nubeena and one at North Simmonds. The conditions of use are being revised at the moment. If you use one of our moorings please email (don't ring me as it states in the guidelines on the website) as soon as practicable afterwards with the dates of your stay to s.neill@inet.net.au.

We have celebrated our 79th member on our closed Facebook Group and it's great to see the variety of photos of places members are cruising to. Damien Killalea has been a roving reporter for the East Coast Cruise. Julie Marsaban Stirling, Christian Narkowicz, Erika Shankley, David Mitchell, Jan Bulter, Tracey Taylor, Rosemary Kerrison, Chris McHugh and Peter McHugh have all posted great photos. My favourite is Julie's from the Government House BBQ.



Government House from the tennis pavilion path
(image Julie Marsaban Stirling)

Our public Facebook site is growing in likes. Helped along by the posting of the BBQ at Government House. Thanks to Julie and everyone for sharing their photos.

Sheenagh

Facebook Support

Are you keen to join the CYCT Facebook group exclusive to members only but not sure how to navigate safely through Facebook? There will be a session on how to safely use Facebook prior to the April meeting, if numbers warrant this. Contact Sheenagh if you'd like to come along.

Ph 0457 396 143

ViceCommodore@cyct.org.au

Rear Commodore's Report



We were lucky enough to have Kaci Chronkite as our guest speaker for the first general meeting of 2017. Kaci was visiting Hobart from the USA to speak at the AWBF and agreed to speak at our CYCT general meeting. She spoke about the stories behind the stories for her new book "Finding Pax". For our March general meeting Andrew Morgan, Managing Director of Hydrowood, will be our Guest Speaker. Andrew was also a guest speaker at the recent AWBF. Andrew will be speaking about the ambitious project of recouping the precious timbers buried deep in the waters of Lake Pieman. Take a look at the website:

<http://hydrowood.com.au/>

After much planning the CYCT Welcome BBQ at Government House has finally been held and by all accounts it seems to have been a resounding success. Ken Holmes cooked up a storm on the BBQ and Rebecca Grundy was responsible for the delicious salads and dessert. Thanks to generous donations from Cascade Brewery, Wicked Cheese and TASSAL we were able to keep the cost to a minimum. But the tour of the magnificent Government House was the highlight for our interstate, overseas and local guests. Her Excellency Kate Warner and Mr Warner came and circulated with us during the afternoon. I'd like to take this opportunity to thank the many club members who helped with this event: without you all it wouldn't have gone so smoothly.

Catrina



Ken Holmes and some of the crew after catering for around 100 guests at Government House (image Erika Shankley)

Women on Boats

On Tuesday 14 February, about 15 of us met for the first time in 2017 for an enjoyable and relaxed session. The topic was Rope Handling and Knots. Kim demonstrated a few "must know" knots such as bowline, reef knots, the rolling hitch and clove hitch. She also demonstrated simple whipping and showed off some of her handiwork. We were encouraged to practise, practise, practise.....and to use books or apps such as "Grog Knots" (\$7.99) as a resource.



Thelma Morley passing on her skills with decorative rope work (image Joy Stones)

Subsequently some went off to practise throwing ropes around and onto bollards while others stayed behind and watched Thelma Morley (of *Twi of Opuā*) demonstrate her skill and dexterity at tying decorative knots such as Turk's head and Carrick bend, and mat making.



Decorative mats based on bends such as the Carrick bend (image Joy Stones)

We decided to try a new restaurant, "The Oriental Restaurant" in Sandy Bay. The report back was that the food was good although the portions were huge. Kim has organised for a women only course in navigation that DSS will run and we are also planning our WoBs sailing weekend so watch this space!

Jo Topp

Women on Boats Xmas Function

The December get together for the Women on Boats group is usually very informal. Last year's function was a great success. It was held at Judith De la Mare's home. The task was to design a personalised drinks burgee. Each participant came with her own version. Laughter abounded and it was a lovely way to end a successful year. Congratulations to Kim Brewer and Wendy Le Cornu for their work in supporting this group as well as Secretary Judy for hosting the event.



Highly imaginative and original drinks burgees, with their makers (image Sundra Grace)

My favourite was Julie MacDonald's which had the women stumped until we realised what it said. Can you decode the message?

Sheenagh Neill

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.
 - Boat names should be *italicised*.
 - Images: please send uncropped images separately from the text – not embedded
 - Please send up to 8 images. I may not use them all but I like having a few to choose from (editors license) and some could be suitable cover shots or page filler.
 - 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).
-

Port Davey Cruise Feb 11-20

A personal account of this interesting cruise and the tribulations of the good ship *Nuage*.

Tony Peach led this cruise and the arrangement was to meet at the Deep Hole in Southport on Saturday 11th, sail to Recherche on Sunday and head to Port Davey at the first break in the weather which was less than promising at the time.

Our first incident happened before leaving the marina. Jan was filling the freezer blocking my access to the engine raw water stopcock so I decided to do something else. Later I had to return stuff to the car and started the engine as I left. On return I was appalled to see no water coming out the exhaust. When the stopcock was turned on still nothing. Cooked pump impeller? Inspection showed that to be ok and I finally tracked the problem to the raw water strainer being sucked dry and not re-priming. A top-up with water fixed the problem.

We headed down under motor, as is the norm for this crazy summer (?) with a stiff breeze on the nose. Off Satellite Island it picked up to 25 knots and green water was regularly breaking over the boat. It was not until we reached Southport that we discovered the water had washed under the inverted dinghy on the deck and sluiced virtually unimpeded onto our bunk through the new solar vent fan recently fitted in a hatch cover. Lots of stuff saturated but Jan had only one book to read which was wrecked. It was interesting to see her spending a very long time in the cockpit placing toilet paper between every one of the 417 pages. It worked: she read the book.

Paul Strong on *Phase Three* was waiting for us at Deep Hole and it turned out that the fleet was down to 3 (*Phase Three*, *Westwind* and *Nuage*) as others had been put off by the weather forecast. I must admit, later, when we were doing it tough off South West Cape, their decision seemed to make some sense.

It was at this time we found our eutectic fridge stocked with frozen and cryovac food for the trip was not working. Disaster. Investigation proved the electric clutch on the compressor was working so the problem appeared to be leaking refrigerant. Yet, only 2 weeks before, it was working perfectly. Tony came aboard with his pyrometer (thermometer) and this showed the evaporator in the freezer itself was just below ambient. On Sunday we all moved to Recherche. On arrival it was clear our fridge was completely stuffed. Tony generously offered to supply us daily with a small bag of ice and we calculated this would enable us to get by.

Monday was spent waiting for a weather window and consultation on *Westwind* resolved that it might be possible to get around on Tuesday. Paul, an electrician on *Phase Three*, decided to pull the plug (sorry!) and return which left *Westwind* and *Nuage* heading out early Tuesday. Once again wind on the nose all the way!

It was not bad going at first but after Maatsuyker the wind picked up to about 25 knots and by the time we reached SW Cape the seas were ugly. We regularly crashed into waves down the back of the swell and it seemed to take forever to round the cape. I assured the crew that once around we could hoist some sail and romp up to Port Davey. Foiled again! Around the corner we were in a northerly and had to punch all the way under motor. I will mention here a trap for the unwary, and I put myself in that class. I knew exactly how much fuel we used on a previous trip to Port Davey but was stunned to find a huge increase in consumption on this leg because instead of our normal 1900 rpm we had to run at 2300 rpm to punch through the heavy seas.



The spectacular SW coastline (image Brad Harris)

Our son Ben, more a bushwalker and rock climber rather than a sailor, was on the helm rounding Big Caroline and he was on a steep learning curve steering down the swell trying to avoid broaching. On arrival at Bramble Cove I did a quick assessment of damage caused by prolonged crashing into the waves. Three of the 4 nuts on the anchor cover hinges had come off, and the hook securing the anchor chain had jumped off. If the chain had jumped off the winch, which can happen, the thought of the consequences made my blood run cold.



Westwind of Kettering (Tony and Lyn Peach) miniaturised by the sea and coast (image Brad Harris)

The fire extinguisher in the forward cabin (it's been there forever) broke its securing bracket and, horror of horrors, the DVD player crashed to the floor never to go again, despite replicating the blow to the back of the player in the forlorn hope magic would occur.

A pleasant night was spent in Bramble Cove and next day we set off for the Davey Gorge. We were delighted to make it this time as we had been thwarted on 2 previous attempts. On the first it was too hot: 36 degrees and with no shade and 2 small children we felt it unwise. On the second attempt crossing the sandbar was too hazardous with an overloaded dinghy. The Gorge was wonderful and we managed to get up quite a way but Tony said the river was flowing too strongly to get up to the top. With 4 PoB he made a valiant attempt to stem the current pushed by his 9.9 hp outboard (part raised) but eventually had to give up. Meanwhile with 4 PoB and a 3.3 hp outboard we were making steady progress beside him and were confident of making it but realized Tony would have a huge loss of face if we made it so we turned back too. At least that's my story.



Clayton's by day (image Brad Harris)

With a building northerly we headed back to Clayton's Corner for the night and next day did our own thing. My daughter with her husband and son flew in to join us, and our crew, Des, flew out.

It was at this stage the final breakdown occurred. The 12-month-old water pressure pump died. Investigation revealed the pressure switch had failed so I had to jury rig a 12 V switch, taped to the front of the sink, which bypassed the faulty switch. To have a shower you had to turn on the shower, go to the galley and turn on the pump and when finished leave the shower running and go to the galley and turn the switch off. I explained to the crew that leaving the pump on could over pressure the system and cause problems. This prophesy proved to be correct as some time later a plastic water filter burst. Of course it was all but inaccessible however with

the usual cursing and loss of skin it was finally bypassed and all was well again. Oh, the joys of boating. We have done many cruises with little trouble in the past.

The weather continued perverse but we decided to show Lilly, Brad and Marsden some of Bathurst Harbour as Lilly and Marsden had only a couple of days with us. We had not visited Casilda Cove before so planned to have lunch there. Unfortunately after passing the Narrows we hit 50 knots and it seemed less than prudent to head into Horseshoe Inlet with 50 knots up the clacker so we wimped it and returned to Clayton's for the night.



Clayton's by night (image Brad Harris)

Family flew out and on Saturday evening we arranged to meet *Westwind* at Schooner Cove ready for an early departure on Sunday. Crew enjoyed the obligatory climb of the hill to overlook Spain Bay etc.

The forecast was for northerlies up to 20 knots—a sail at last! However it was not to be and we had an uneventful but enjoyable trip around the bottom with very light winds. Tony estimated the swell down the west coast to be 4-5 m but it had a period of 12 seconds and was not uncomfortable except when we encountered backwash from the shore.

One final observation. Motoring up past Southport on our way to Dover we passed through a slick which had clearly started at the salmon pens and covered an area of many football fields.

None of us had seen anything like this before. All around the slick the water was ruffled but the slick itself was perfectly smooth.



Nuage at Schooner Cove (image Brad Harris)



The author climbing, out of Schooner Cove



Leaving Port Davey (images Brad Harris)

Despite the less than perfect weather it was a great trip and many thanks to Tony, especially for the daily top up of ice.

Gordon Armstrong

Images courtesy of Gordon's son-in-law, Brad Harris (B H Photo) (ed).

Australian Wooden Boat Festival Feb 10-13

The Australian Wooden Boat Festival has become an integral part of the boating scene in Hobart. Its genesis in 1994 is thanks to three friends, Ian Johnston, Cathy Hawkins and Andy Gamlin who, with the help of funding from the State Government and a number of other sponsors, organised the first event in November of that year. It was declared an outstanding success! Held biennially for the next few years, the boisterous November weather caused a rethink. The fourth festival in 2001 was scheduled to coincide with the February long-weekend in conjunction with the Royal Hobart Regatta.

Walking down the street towards the docks an ever-increasing crowd was heading in the same direction. Hobart is unique with its working waterfront right in the middle of the central business district and the Festival took in the whole of Sullivan's Cove from Hunter Street to Princes Wharf including Castray Esplanade. Overshadowing the proceedings was the 168 666 tonne, 348 m cruise liner *Ovation of the Seas*, launched Feb 2016. She carries nearly 5 000 passengers, many of whom were swelling the crowds on the docks.



Ovation of the Seas with *Wayfarer II* (Anne Clark) in the foreground (image Erika Shankley)

At the opposite end of the harbour at Princes Wharf were the tall ships. It was good to see the return to Hobart of the three-masted barque, *James Craig*. Some Club members may remember her rusting hulk stranded in the shoals of Recherche Bay. In the early '70s I can remember inspecting her hull - rowing a dinghy through a hole in her stern! That she has been restored as a fully operational tall ship is a credit to the foresight of members of the Sydney Heritage Fleet, which operates as a not-for-profit community-based organisation. Other tall ships included *Tenacious*, the largest tall ship built in the UK in the last 100 years. Launched in 2000 and owned by the Jubilee Sailing Trust, her construction was funded to a large extent by the National Lottery and she was specifically built to be accessible to people with disabilities. *Young Endeavour* was given to Australia by the British government in 1988, as a gift to celebrate the bicentenary of

colonisation in Australia. The ship, run by the Young Endeavour Youth Scheme provides young people aged 16 to 23 the opportunity to experience the challenges of sailing in many different parts of the world.

The thunderous sound of flapping flags in the brisk breeze heralded the myriad of smaller yachts in Constitution Dock and Kings Pier Marina. And then there were the countless meticulously-made smaller craft dotted around about and the model boats in the Dockhead building. To entertain the crowds, there was music afloat: one boat complete with piano, violin and vocals; another bearing a trumpeter accompanied by a pianola score.



Floating one man band (image Erika Shankley)

Since 2011 the Cruising Yacht Club has had a presence at the festival, providing information about the Club and its activities and selling copies of the cruising guide, *Cruising Southern Tasmania*. A number of individual Club members have also taken part, either as volunteers or exhibiting their boats.



Commodore Andrew Boon and Judy Boon staffing the CYCT stall (image Erika Shankley)

There were countless commercial stands with a maritime theme displaying their wares, not-for-profit volunteer organisations such as Wildcare and food and drink stalls at every turn. A full day was not nearly enough time to see even a fraction of what was on show.



Galadriel (Kevin and Chris Hussey) (image Erika Shankley)

The crowded docks - both people and boats - made it difficult to spot boats entered this year by Club members. Somewhere there were over a dozen Club vessels, including Chris Creese's vintage Huon Pine ketch *Neptune*, *Galadriel*, built by Kevin & Chris Hussey, *Aziza* and *Wayfarer II* and *Julienne*, owned by CYCT member and one of the originators of the Festival, Ian Johnston.



Neptune (Chris Creese on the foredeck) in the line-up along Elizabeth Pier (image Erika Shankley)

Tasmania seems to have become the 'Festival State' and there is no doubt that the Australian Wooden Boat Festival is here to stay. We look forward to the next event in two years' time.

Erika Shankley

Post-AWBF Cruise Report, Feb 15-18, Barnes Bay to Franklin

The Post-Australian Wooden Boat Festival (AWBF) Cruise was instigated by a request to the Club from the AWBF Board. It was intended as a casual cruise, mainly aimed at visiting cruising boats, to introduce them to some of our cruising grounds after attending the Festival, to be open to all boats, wooden or not. With some uncertainty about when entrants in the Festival would be ready to leave, also not knowing where many visitors would be starting from, it was decided to start with a BBQ in Barnes Bay (the most popular Channel destination by a country mile) and end up at Franklin (one of the less frequently visited areas). Initially, catered events were planned for every night of the cruise but, after throwing up a few 'what-if' questions, we settled on: a self-catered BBQ at the Bruny Island Quarantine Station for the first night, Wednesday Feb 15; look-after-yourself at a destination to be determined for the second night; and partaking of the food and entertainment at the Palais Theatre, Franklin, on Friday night.

The fleet gathered in Quarantine Bay on Wednesday night. Some had arrived there the day before and explored the Quarantine Station. We are indebted to the Friends of Bruny Island Quarantine Station and the Parks & Wildlife Service for making available the facilities in the plant quarantine buildings. Volunteer caretakers Angus and Allison had set up a sign and laid a trail of solar-powered lights across the paddocks to lead us in and joined us later to meet the cruisers. Angus has been skipper of the *Coral Princess* (now *Coral Expeditions*) and the *Wyuna*, so was at home among sailors. We had some leftovers from the Government House BBQ: biscuits, cheeses, salmon, bread, hamburgers and beer, most of which disappeared. There were about 35 people there, many of whom had come for the one night. We lost most of the visitors when it started to rain (short shower) as they departed to close hatches that had been left open. Lesson learned! Among those remaining were three Norwegian sailors (on a *Dragon*) who were promoting *Linie* as an after-dinner drink. The Commodore and Membership Officer can attest to its suitability!



Paris guarding the fleet in Quarantine Bay (image Julie Marsaban Stirling)

Thursday was fine with light winds and it was decided to head for Randalls Bay. Many sailed (slowly) but with a slight southerly roll and a forecast westerly wind, the fleet moved on to Copper Alley Bay for the night. Sue and Brian hosted drinks on board *Birubi*, a catamaran from Melbourne and the most spacious boat in the fleet. On Friday morning, the fleet motored up the Huon Estuary to Shipwrights Point, where we fell in line behind *Yukon* (who draws 2.3 m, more than any of us). One of the group opted to remain at Port Huon and the remaining 10 boats motored through the shallows and anchored just downstream of Petty Sessions restaurant at Franklin. This kept us clear of the rowing course being used by the skiff regatta.



The fleet, astern of *Yukon*, heading up the Huon River past Crowthers Bay (image Andrew Boon)

The opening sailpast for the St Ayles Skiff Regatta started from Huonville at 1600. Several of the cruise fleet took their tenders upstream and watched the parade of skiffs, dinghies, small motor boats, yachts and a houseboat with a pipe band aboard as they made their way back to Franklin.



The fleet anchored off Franklin (image Julie Marsaban Stirling)

On Friday evening we ate ashore at the food stall set up outside the Palais Theatre, then attended a musical evening in the Theatre, which was fantastic.



Entertainment at the Palais Theatre in Franklin (image Julie Marsaban Stirling)

Most of the fleet remained at Franklin until at least Sunday (when I left). Apart from the usual tourist venues in Franklin, the Skiff Regatta was running heats all day Saturday and finals on Sunday, with another concert in the Palais on Saturday night.

Andrew Boon

Never been through the Denison Canal or Narrows?

Want some support and help?

Navigating the Denison (Dunalley) Canal and Marion Bay Narrows can be tricky. The CYCT is offering support to members who wish to go through the canal but haven't done so before. This is a practical session on your boat with support. The CYCT has offered these practical courses in the past and members have found them very useful. Other tips will be offered depending on need.

To register your interest please email by March 31

ViceCommodore@cyct.org.au

Circumnavigation

For our big cruise this year we decided to go first to Port Davey and then to Macquarie Harbour. After that, the plan was to “pop out, look at the weather and turn either left or right”. Well, perhaps with a bit more planning than that implies!

For the sake of dramatic narrative, I've written this trip report as a set of excerpts from the log I might have kept, if I'd been thinking about it at the time.

28Dec2016 1220: We're off! Ian & Julie MacDonald on board, motoring to Recherche Bay.

29Dec2016 1045: Grey and wet, low cloud and seas 2-3 m and sloppy. Feeling pretty seedy, so retired to the aft cabin for a midmorning nap.

30Dec2016 0900: Woke up in Schooner Cove to beautiful still waters and a knock on the hull from *Southern Cross* with a gift of abalone. Yum!

01Jan2017 1630: Late start after multiple toasts to the New Year last night. It might have been the “cleansing whiskey” to finish the evening that resulted in a quiet morning. Mysteriously the door handle on the heads seems to have broken overnight! Wet dinghy ride up to Melaleuca where we found Barbara Willson in residence and enjoyed a cup of tea with her. Enchiladas for tea (Arriba!).

04Jan2017 0300: Up for my watch with Ian. Departed Port Davey for Strahan at midnight. Clear, calm and star-filled sky, glassy seas. Other than the bright lights of a few fishing boats, not much to watch out for.

05Jan2017 1500: Macquarie Harbour. Tried calling the harbourmaster on arrival to sort out berthing, but no one seems to be about. Trevor & Megs from *Stormbreaker/The Crays* were very helpful. We spent the first night at *Stormbreaker's* berth. Next day we found a fisherman and got permission to use a



Perfect morning in Schooner Cove (image Julie Macdonald)



Julie, Alex, Jackie & Ian in Strahan (image Mark Stephenson)

berth on the fishermen's' dock. Ian & Julie were farewelled and Lindsay was welcomed as crew. Very hot and still.

07Jan2017 1800: Best day! Motored up the Gordon River in perfect conditions for reflections. Moored at Warners Landing and took the dinghy up the leatherwood petal strewn Gordon, past the two deep-water rapids and all the way up to the end of the Franklin River. Stopped at Sir John Falls on the way back to *Rusalka* – very pretty, but overrun with a group of kayakers at the moment.



The Lower Franklin River: "a brown ditch, leech-ridden and unattractive to the majority of people" (Robin Gray – at the time, Tasmanian Premier) (image Jackie Zanetti)



Beautiful Sir John Falls (image Jackie Zanetti)

08Jan2017 1210: Hat overboard! Lost at sea. Sunk without a trace. When we left Warners Landing there was no wind, but as soon as we rounded the corner we were hit by 20+ kts

coming up the river. Alex lost his CYCT 40th anniversary cap to the river. Looks like an upwind bash all the way back down the river.

14Jan2017 1500: Still in Strahan! We've seen the sights, gone to the play, done our laundry and shopping and now we're waiting, waiting, waiting for a weather window to leave. Today has continued windy and the Cape Sorell Waverider buoy is recording 6 m average wave height, with 12 m maximum waves. Despite that, the skipper on *Alien* (a Melbourne-Hobart west coast racer that was rafted up to us last night) has decided it's time to head home. Good luck getting out of Hells Gates!

18Jan2017 1545: We cast off and Alex did an amazing 180° turn inside the dock area in 15+ knot crosswinds. Just cleared Hells Gates after a close encounter with one of the tourist catamarans that decided to come back in just as we were heading out. **1800:** 3-4 m SW swell and 20+ knot W wind waves making things very rolley. Feeling pretty queasy, so I'll just head below and leave it up to Alex and Lindsay to get us up the coast...

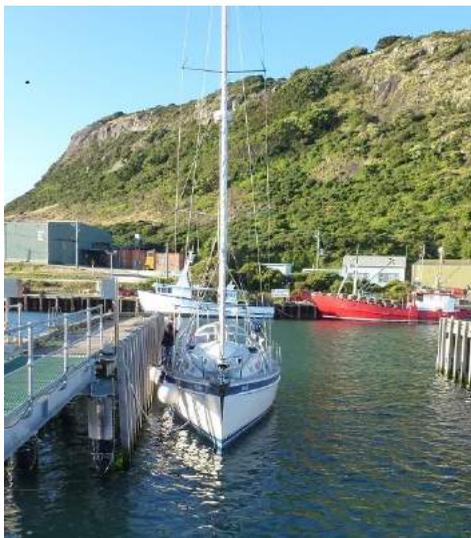
19Jan2017 1000: Popped my head out the companionway at 6 am to see the wind generators at Woolnorth. Alex reported that it was a very unpleasant night for all. Very interesting ride through Hunter Passage just now – Wind is 5-10 kt ESE, tide going westerly and serious current against us (up to 6 kt at the peak!). Rather stunning overfall waves (breaking, with spume blowing off them) between Hunter and Bird Islands – I wish I had taken a picture. Anchored at Three Hummock Island now for a rest before the next big wind shift tomorrow morning.



Three Hummock Island (image Jackie Zanetti)

21Jan2017 1900: We've had a pleasant stay in Stanley after a blustery sail over from THI. Very pretty little town, all freshly painted for the movie that was filmed here last year. It seems that the tourists have discovered Stanley, as it was busy everywhere we went. Climbed the Nut,

excellent pub meal and friendly locals. We're berthed in one of the fisherman's pens and enjoying the novelty of 3 m tides.



High tide at Stanley



Low tide at Stanley (images Jackie Zanetti)

22Jan2017 1700: Berthed, Mersey Yacht Club, Devonport. After initially being told that there was no room for us, due to the loss of a pontoon in the June floods, Mark (*Spindrift*) interceded and we were able to get a spot on the visitor's pontoon. Had an absolutely stunning sail from Stanley, with dolphins playing on the bow for hours. It was a little tricky navigating the last bit of the river to the pontoon (apparently there has been some silting since the flood), but plenty of water at the pontoon. Said goodbye to Lindsay.

25Jan2017 1305: Georgetown. Windy sail today, but we've got a pleasant spot on the public pontoon. Examining forecasts and tides for passage through Banks Strait. Looks like another couple of days of strong westerlies before a southerly change.

26Jan2017 1700: Tomahawk Island. An exhilarating downwind sail for the most part – 20-25kt behind us, 1.5-2.0m seas, hugging the coast until we got to Waterhouse Island where we turned side on to the waves and wind, just as they both increased! Glad in the end to tuck in behind Tomahawk Island, off a long sandy beach with shacks in the distance. That is, until the tide rose and the swell came in between the island and the mainland. Oh well, another rolley night!

27Jan2017 1030: Off Musselroe Bay. Very scenic sailing between Swan Island and the mainland. Wild beaches and dunes, the occasional rock to dodge, all very interesting...



Musselroe Bay wind farm (image Jackie Zanetti)

28Jan2017 1645: SO TIRED! It was an uneventful passage down the east coast overnight, with Alex doing the bulk of the night-time watch-keeping (I did keep him company from about 1-2 am). We were in company with at least five other boats – part of the mainland armada heading down for the Wooden Boat Festival! We arrived in Schouten Passage about 6 am, to be greeted by a 25 kt WNW. Bryans Beach had at least a dozen boats tucked into the corner – the only spot left for us was out in the middle. Heads on pillow at 0700. Woke up at 0920 as *Rusalka* was pitching in a southerly change. All the other boats had shuffled across to Schouten already. In our tired state we thought we'd head for the MAST moorings at Orford. Winds were fickle and fluky all day long – W, NW, W, SE. Every half hour seemed to throw something at us from a different direction. It was impressive then that Alex managed to serve up bacon & eggs on toast in the middle of Mercury Passage. We motored into Orford against a 20-25 kt westerly only to find the moorings occupied and so decided to go to Shoal Bay on Maria Island to be ready for an early run the next day through the canal. Halfway across to Maria the wind decided to go around and we motored into the bay against a 20 kt easterly! Bloody wind! And now to bed.

29Jan2017 1515: Berthed Kettering. Very satisfied with our trip. Lots of new and interesting ports of call, no scary bits, and *Rusalka* served us very well. Logged miles = 956.

Jackie Zanetti

Australia Day Long Weekend Cruise

We had a few days of reasonable weather for the Australia Day long weekend cruise, with strong winds before and after. *Juliet* set off from Geilston Bay, called in to Kingston Beach for a look, watched a willy-willy pick up sand and head out to sea so decided to wave at the grandchildren on the beach and keep sailing. We anchored in Quarantine Bay (on the second attempt!) and checked out the facilities at the Bruny Island Quarantine Station for the post-Australian Wooden Boat Festival cruise. That night there were 11 CYCT boats in Quarantine Bay: *Blade Runner*, *C'est Si Bon*, *Easting Down*, *Ellenita*, *Get a Life*, *Golden Dream*, *Juliet*, *Lemaris*, *MV Maybe*, *Tainui*, and *Willyama*. In addition, *Westerly* was on the Club mooring in North Simmonds and her crew hitched a ride to Quarantine Bay with *Willyama*, and *Andromeda* was on a KBC mooring in North Simmonds. We were pleased to welcome new members Gary and Jill Butterfield (*MV Maybe*) to the BBQ at the dinghy landing.

Friday morning was fine and calm and six boats headed across Storm Bay to arrive at Nubeena in the early afternoon. *Juliet* managed to sail for about an hour but it was motor-sailing for the rest of the trip. *C'est Si Bon* picked up the Club mooring, *MV Maybe* was on the DSS String-of-Pearls mooring and *Easting Down*, *Ellenita*, *Fleur de Lys* and *Juliet* anchored amongst the moorings. We had a lovely sunny evening for drinks aboard *Juliet*.

Saturday morning dawned fine and calm and preparations for the Nubeena regatta were going on all around us. A couple of our group wisely decided to anchor a bit further from the fairway as speedboat racing was scheduled for mid-morning. Several crews stretched their legs ashore and inspected the Tasman Arts and Crafts Festival in the Community Hall: a great display of paintings, photos, all manner of handicrafts and fabulous scones! Back at the jetty the powerboat racing was underway and we met CYCT members Sallie and Tony Creese, whose daughter Rachel was driving one of the speedboats (*Flight Time*) in only her third race.

Juliet hoisted sails and took part in the Keelboat Sailpast, with *Fleur de Lys* motoring behind. Sadly, we were the only takers for the sailpast. Most crews spent the afternoon aboard with front row seats for the powerboat racing and other aquatic activities. *Easting Down* appeared to be the turning mark for the kayak races (after trying to drown her dinghy earlier in the day!). Late afternoon most headed to the recreation ground for the Peninsula Feast: good food, wine and entertainment from the Navy Band rounded out a very enjoyable day.

Sunday morning saw most boats returning to the Channel, except *Juliet* who sailed to Stewarts Bay. The forecast for Monday and Tuesday contained gale warnings, so no one was tempted to follow.

Andrew Boon

Tales from Nubeena

There's money floating in the water!

We, of *Fleure de Lys*, anchored at Nubeena, Parson's Bay, having had a comfortable sail across Storm Bay, tested the new tender and were enjoying Club company aboard *Juliet* when I noted quietly that I had lost my wallet. I guessed it was most likely overboard so after a thorough search back on board I made the calls to report the loss and stop the bank cards. The next day we enjoyed the regatta from our deck while catching the odd flathead when late in the afternoon we heard excited shouts of "There's money floating in the water." As we watched, a couple circled their small trailer sailer just off our stern and after several passes grabbed my money, floating notes, 50s and 20s, from the water. I explained that I had lost my wallet but one of our company is sure he heard expressions of "A likely story, bloody yachties, rich as Croesus and trying to take our find from us, we won't be fooled. Na na." as they motored away while drying off their ill-gotten booty. Back on board late that evening after enjoying the extensive food and music ashore I received a phone call from a local lady who said she had been walking her dog and saw a wallet washing up on the beach. There was no money, I knew where that was, but the wallet still held the plastic cards and was packed tightly with sand. Unable to find a contact number she then went back to the spot on the beach and retrieved one of my business cards with contact numbers. So, as we departed next morning, we passed by the lady's jetty, exchanged wallet for wine feeling very grateful for the crazy coincidence and for the local lady's efforts to find my contact number. Apart from the bank cards, the wallet and other cards look the better for their 30 hour salt and sand scoring and are back in service. But club cruisers should be warned of the Nubeena fortune scavengers always on the lookout for crumbs dropped by the "Rich Yachties!"

Kelpie to Dachshund

We have all experienced the classic, holding onto the jetty as our feet are drifting out on the boat. Well! We were enjoying a well-earned beer on deck at Nubeena, and watching a local fishing boat moving to raft up to another anchored nearby. A kelpie on board, obviously quite accustomed to the manoeuvre, readily stepped across the small gap with his front feet and waited in anticipation of the boats to coming closer together to complete the boarding. But the approaching boat gently bounced off a large round fender and as the gap slowly widened the dog first looked back enquiringly over its shoulder towards the skipper and then down between its front legs at what now seemed inevitably to be its destination. This pose was held determinedly as we watched with expectation and the kelpie seemed to transform into a dachshund (sausage dog), front and back paws refusing to be the first to give in, before predictably losing hold. Then clutching desperately to the slimy fender rope it slid reluctantly into the water. I am relieved that the owner could not hear our mirth as he collared the drenched scrambling dog into his tender!

Leigh Miller

A Day Out With Friends

“It looks like it’s going to be a glorious weekend and we’d love you to join us for a day on the boat.....”

There’s nothing more enjoyable than to share the pleasures of sailing with friends. But your generous invitation raises a number of issues, particularly if the friends concerned are unfamiliar with sailing. The extent to which you prepare for the big day out, and prepare them for their exciting adventure, will depend on their prior experience on boats, the activities you are planning and the likely sea and weather conditions forecast for the day. Your demeanour and attitude on the day as skipper will also enhance or detract from the day. It goes without saying, no-one likes to be yelled at and your friends will have little idea of what all the yelling is about let alone what to do in response. So, let’s keep it fun, light-hearted but responsible.

As skipper you will have additional responsibilities with rookies aboard, over and above the responsibilities you have sailing with just your usual crew. Yet, to overwhelm your friends with boatie lingo and terminology, to generate anxiety by stressing the many emergency situations that can happen aboard a vessel at sea, by over-loading them with instructions on where to find things or where to sit and stand and when, and to attempt to make them into instant crew (just add water), is likely to create a stressful atmosphere which could mar the day.

It might simplify matters if two broad scenarios are considered. Let’s look at the first:

You plan a simple, easy day on the river or in sheltered waters, mostly at anchor or under sail in light conditions. Much of the day could be travelling under power and you might even spend an hour or two drifting in an open bay with a line over the side.

What would be an appropriate welcome and introduction for such a day out with your friends? A day or two before the weekend give your friends a call. After your invitation they will be excited and wondering what the day will bring. They might have questions to put to you and it will give you a chance to set any fears they might have, to rest. They might want guidance on what to bring (clothes, footwear, sea-sickness medication and food/drinks) and it would be a good time to let them know your preferences (soft-soled footwear, no glass bottles - cans only, shared provisioning, departure time and place and other matters).

Before your friends arrive on the day prepare the boat and ask your crew to arrive say, 60 - 30 mins ahead of time. If necessary, move to a pontoon, just to make their embarkation easy and not too gymnastic. An early start will allow the boat to air-out a little and warm the motor, and give you time to quietly check that all systems are operational: motor, VHF radio, fridge, toilet. Have paper charts handy, chart-plotter on, sails out and hanked-on, check foils are ready, all sheets are run and safety gear where it should be. If necessary set up the anchor and make ready for use; gas bottle off but ready for use; personal gear stowed allowing space for your friends

bags etc. A boat ready to go with a skipper and crew relaxed and not pre-occupied will set the tone for a magic day afloat.

After your friends arrive at the boat and the warm greetings, introductions and inevitable banter have subsided it's time to introduce the boat and its operation, and pass on any information you consider necessary. At this early stage it might be best to regard your friends as passengers and not rooky crew. As the day unfolds opportunities to involve your friends in the operation of the boat will arise and the passing-on of relevant, specific information and explanations will be more appropriate. For them, learning when it's needed will be more meaningful and much easier to remember.

So, what should your friends know right from the beginning? The following checklist cannot be complete for all boats but it will be a useful starting point.

- Reassure your friends that the boat must move in response to the movement of the wind and water. Explain that the movement of people around the boat will also create movement from side to side. So, the point here is that they must secure themselves by holding on at all times while moving about the boat, even when they are performing a task. Tell them the old adage: "one hand for yourself and one hand for the boat". It's worth stressing that a person overboard is a potentially serious emergency to say nothing of the inconvenience and embarrassment.
- The safety of all personnel and the boat is paramount. The matters that you might want to raise at this time could include: stay on board at all costs; the importance of all persons maintaining a watch for (and report to the skipper) the position of other vessels, hazards such as rocks and debris in the water; the outbreak of fire; any water ingress; an alert from an audible alarm.
- A safe and convenient place to sit and the extent to which you are happy for them to move about the boat.
- Importantly, if space allows, dig out the life-jackets (one per person on board) and have them available on a bunk or in an accessible locker so they can be easily found. A quick donning demonstration, *a la* airlines, will be necessary. The location and operation of: the toilet, bunks where they can rest, the galley and location of the gas bottle, places to stow their belongings and the location of fire extinguishers, should be included in this safety briefing. If you have fresh drinking water and raw (salt) water plumbed you might need to point out which outlets are which. These points are an important part of the induction and carry a legal and moral obligation to be adequately addressed.
- There are hazards around any vessel and though bleedingly obvious to the crew, you as skipper are best to presume such hazards have escaped the attention of your friends. Soft-soled shoes are a better bet than bare feet for first timers. Explain when the boat changes course the boom

might present a serious danger for the unaware. Ample warning is a good idea. Feet and hands around coiled or working ropes can inflict very serious injuries. Explain that to use hands and feet to fend off can lead to permanent injury or loss of limbs. Your guests might bring their own particular hazards. Unsupervised children can create their own dramas and hazards.

- An account of parts of the boat and their terminology can be confusing. Misunderstanding at a critical moment could be dangerous. By this time your friends will be suffering from information over-load - and you haven't thrown a line yet! Consider introducing the parts of the boat and the instructions you might give by initially using "lay" language. The importance at this time is not to explain what the wonderful language of boating is all about, but that your friends know what to do and where to do it. This is no time to demonstrate the depth of your knowledge.

- Mal de mare or for most of us, seasickness, will probably be a serious or hilarious part of the day – if for no other reason than boaties love to tell graphic and vivid tales of motion sickness at sea. Given the benign conditions you are likely to experience on the day and unless your friends specifically raise their concerns, you might like to address this matter briefly and lightly. Needless to say, a big night out the night before your cruise would be tempting fate. Avoid greasy food on the day. Ginger is a great tummy settler. Pharmacists stock a range of medications. Dry biscuits should be on hand. Normal food intake the day before is better than a starvation diet. Keep everyone on board well hydrated with fresh water during the day especially after a sickness episode. Explain that the windward side of the boat is not the ideal side to empty an upset tum – but it's a good opportunity to introduce a little light heartedness to the discussion! No matter the episode, seasickness is a serious matter. It can be life threatening. Lord Nelson was reputed to be seasick every time he set sail. Some people never learn!

Smoking by passengers or crew can turn a pleasant, exhilarating day into an unpleasant and seasickness-inducing experience. Best to ban it.

Vice Commodore Sheenagh Neill has a short article along similar lines. She will be happy to email copies to those requesting copies. Next month we'll look at taking your friends offshore or into more challenging conditions where they will have the opportunity for a more active role aboard.

Alan Gifford

New Members

APPLICATIONS FOR MEMBERSHIP

Slipstream

Robert Buchanan and JoÃelle Legoux

Trim

Dinah Jones and Alan Braddock

Ubique of Hobart

Joanne Naylor and Christopher Brearley

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.

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.

WELCOME TO NEW MEMBERS

(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

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

Introducing New Members

Greg Maddox - Zebedee

I learnt to sail International Cadets at Sandy Bay Sailing Club during the seventies. About the time I reached the age limit for those dinghies, Windsurfer sailboards arrived in Hobart followed shortly after by wave boards. After graduating in Mechanical and Electrical Engineering at UTAS, I sailed to Adelaide on Anaconda 2 which began a year long trip around Australia involving cruising and racing in Western Australia, Airlie to Sydney on a 60 foot cat, and a return home to Hobart on *Impetus* in the 1985 race. Being high time to "get a job", I decided Perth was a good place as it offered good sailing on the Swan River and great sailing out of nearby Fremantle, at first sailboarding and then on my 24 foot Farr 727. After several more years in Perth the call of home saw me commuting between Hobart and Perth for three years before deciding to follow a long time dream of cruising my own yacht up the east coast of Australia. (<http://gmzebblog.blogspot.com>)

I now split my time between Orford and Perth, while Zebedee sleeps at Triabunna.



Zebedee on a reach (image Greg Maddox)

General Meeting held at Derwent Sailing Squadron on 7 Feb 2017

Opening

Commodore Andrew Boon declared the meeting open at 7:36 pm and welcomed those attending.

Appointment of Secretary

Introduction of Judith de la Mare as the Club Secretary.

Attendance and apologies

Fifty six members registered their attendance and eighteen guests. A total of seventy four attendees with ten apologies recorded on the attendance sheet.

Minutes of the last General Meeting (6 December 2016)

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

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

No new members present.

Rear Commodore's Report – Catrina Boon

Catrina Boon absent. Report presented by Andrew Boon

Report as published in the *Albatross*. Specific item mentioned in the report was as follows:

- AWBF BBQ at Government House: 12 February
Several places are still available. Contact Catrina if interested.

Vice Commodore's Report – Sheenagh Neill

Sheenagh welcomed new members and guests. Report as published in the *Albatross*. Specific items mentioned by Sheenagh were as follows:

- Recent cruise: Sheenagh commented on her recent enjoyable cruise organized by Tony Peach.
- Mentoring and Support: Due to a wide variety of skills and experience amongst members discussion on this topic will be needed.
- Forthcoming Cruises: As noted in CYCT calendar and Facebook.
- Reminder of Radio Operator Protocols. Refresher notes offered in *Albatross*.
- Clean-up Australia Day Event: April 1st 2017 is approaching and Sheenagh suggests this year CYCT nominates cleaning-up Great Bay.

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 unnamed and unspecified monies turn up frequently in the account. Can members take appropriate care when making Financial web entries.

Commodore – Andrew Boon

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

- Volunteers for AWBF CYCT stand: A roster has been drawn-up and distributed to those involved but Sunday afternoon is need of filling. Contact Andrew if you can be of help.
- MAST Recreational Boating Fund Applications: Applications to MAST can be made privately or through CYCT for greater support. 3 suggestions were offered: 1. Webcam on St. Helens Bay Way making safety consistent with other similar coastal sites, 2. Rectifying damage to Claytons Corner Jetty, 3. Wave Breaker Barrier at Oyster Cove (clearly this MAST fund alone would not address this issue). Keep the suggestions coming in.

Women on Boats

Kim Brewer advised calendar of events published and next meeting covers Rope Handling.

Items from other officers/other business

- Membership Officer Julie MacDonald suggested:
 - Those meeting guests contemplating membership can be Proposed and Seconded by asking any member in the room to oblige.
 - A reminder of wearing name.
 - Wearing your CYCT name tag at Government House is expected.
- David Jones noted 1 day MAST mooring use at Flinders and King Islands when on a longer stay needs to be revised.

Next Meeting

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

Close

The formal meeting closed at 8:05 pm.

Guest Speakers

Darryl Ridgeway introduced Kaci Cronkhite who is visiting Hobart as a speaker at the Wooden Boat Festival. She presented stories behind the stories of her new book *Finding Pax: the Unexpected Journey of a little Wooden Boat*. Daryl at the conclusion presented her with a plaque.

Close

The meeting and guest speaker presentation concluded around 10:06 pm.

CYCT MOORINGS

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

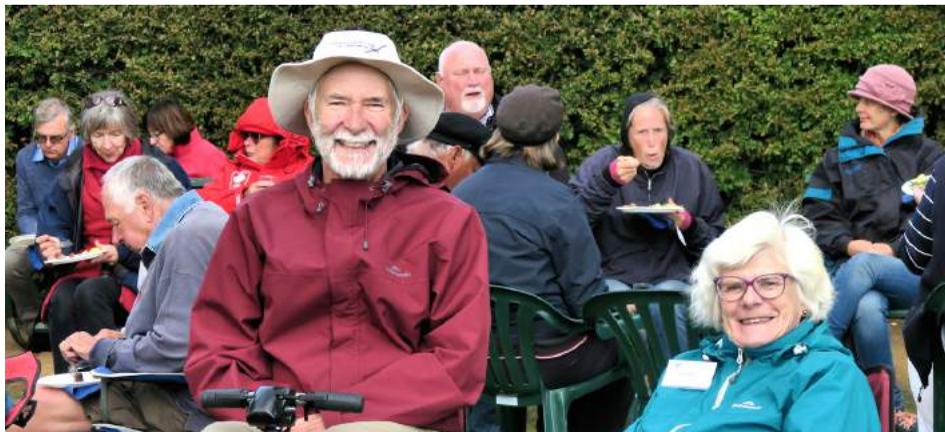
Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for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

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

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

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)) or emailing the Vice Commodore, Sheenagh Neill at ViceCommodore@cyct.org.au

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



Alan and Jan Butler at the Government House BBQ (image Erika Shankley)



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- Wallis diesel heating.
- Huge inventory incl. tools, spares etc.
- Extensive electronics.
- Full sail inventory for offshore cruising.
- Recently completed Pacific circumnavigation incl. extended cruising in Japan and Alaska



Exceptional bluewater cruising yacht designed for fast, passagemaking and comfortable living afloat. Custom German designed and built with spacious, high quality interior. Bow-thruster and 59hp diesel allow easy handling under power and her powerful sloop/cutter rig and full sail wardrobe mean quick, comfortable passagemaking.

"C'est Si Bon" has completed a long-term cruise around the Pacific Rim with time spent in Japan and Alaska. She is in excellent condition and is ready to go offshore again

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