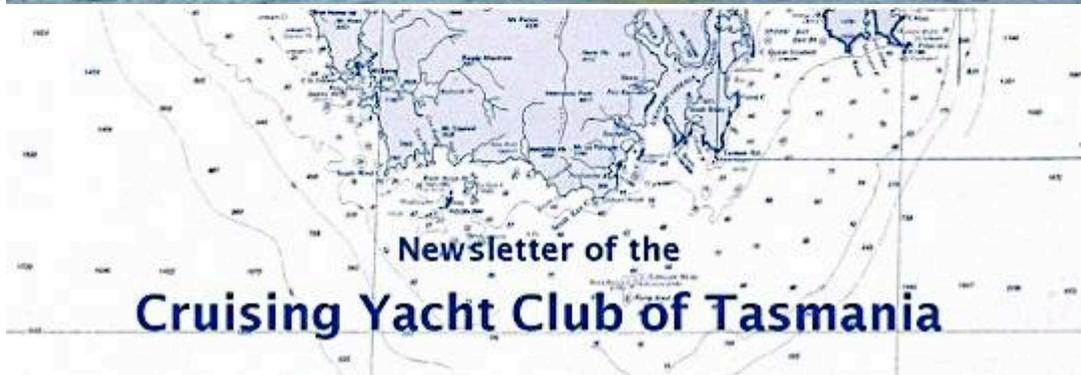


# Albatross

Volume 43 No 5 June 2017



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

**PO Box 605 Sandy Bay TAS 7006**

**cyct.org.au**

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**Send all material for publication in 'Albatross' to the Editor - [editor@cyct.org.au](mailto:editor@cyct.org.au).**



Cover page: *Cleo* (Phil and Julie Garlick) under kite heading for Sloping Island (image Christian Narkowicz)

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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. 34

<b>CYCT CALENDAR</b>	
<u>June</u>	
Sat 3 <sup>rd</sup>	New Members' Dinner @ 6.30 pm. Venue: Lindisfarne Citizens' Community Centre
Tues 6 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron John Sansom from the Rock Lobster Association will present "A Lobster Tale."
Sat 10 <sup>th</sup> -Mon 12 <sup>th</sup>	Kermandie long weekend cruise. Coordinators Mike Ponsonby (water) Catrina Boon (social)
Tues 13 <sup>th</sup>	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: <b>Boat maintenance – paints and anti-fouls</b>
Wed 14 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 17 <sup>th</sup> -Sun 18 <sup>th</sup>	Dark MOFO cruise – Constitution Dock. Coordinator Kim Brewer
Tues 27 <sup>th</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron Topic: Barry McCann from TMR will conduct a UHF and VHF voice procedure practical demonstration.
<u>July</u>	
Tues 4 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 5 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 11 <sup>th</sup>	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron.
Tues 25 <sup>th</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron

### **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.

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**Editorial**

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A slightly slimmer *Albatross* this month, reflecting a little less activity on the water with fewer cruise articles. However, this has allowed me to put in Alex Papij's tide questions answered. No excuse now for club members to hit the bottom when anchored in northern Tasmanian waters or to have uncomfortable passages through Banks Strait. I also threw in a graph of tide changes in southern Tasmania over a lunar cycle. Cruising down south, tides are not usually a big consideration, except for when transiting the Denison Canal. I took a greater interest in tides when I started riding a bike along Bellerive and Howrah beaches at night with our dog, Rufus. Much easier on a low tide and preferably a "low" low tide. But between a "low high" and a "high" low also works. I hope this is easier to visualise from the graph. And it is interesting that southern Tasmania is often described as having semidiurnal tides (eg by the NOAA) when it clearly has mixed semidiurnal tides. Next month, space permitting, I will show a similar analysis of northern Tasmanian tides.

David Mitchell has an article describing the provisioning he undertook for a three week cruise to the Furneaux Islands with Lew Garnham aboard *Minerva*, and what he has learned about fresh food keeping qualities aboard boats. Three weeks is a long time to provision for when coastal cruising in Australia given the number of ports-of-call available in most parts of the country. It is also longer than most standard passages internationally and long enough for many food items to perish or come close to perishing. I think many people will appreciate some of David's insights. Sheenagh and I have sailed on boats that were very poorly provisioned (not our own) so we can appreciate the value of quality provisioning. On one of Sheenagh's trips across Bass Strait the standard lunch was a meat pie. Warming it up was optional. We virtually ran out of victuals on one trip across but thankfully caught a couple of tuna that kept the crew fed until we reached Eden. If anyone would like to continue on this theme, with their own insights and experiences, please do so and submit as an article. There must be a lot of tips out there from those who have sailed long cruises. Another possible article would be safety in the galley, especially at sea. One tip I would like to give Lew and David: get better at catching fish. Those of us who were at Fortescue on Paul Kerrison's east coast cruise observed the crew aboard a ketch anchored nearby who were desperately hoping for a seafood dinner. My impression was that they had a vastly different approach to provisioning from David's: carry a big sack of lentils and catch fish. Unfortunately for them there was nothing to be caught near the wreck that day – lentils being an unsuitable bait for most fish species - and I imagine it was a lentil diet until they reached Mercury Passage where, thankfully, it is still possible to catch plenty of good-sized flathead on an almost bare hook with a little piece of plastic bag or shirt tail attached. Having said that, lentils or pease are a nutritious and wholesome traditional food for the long distance mariner and I do not wish to deride them as a food, especially with sauerkraut and rum. Recipes anyone?

Christian

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**Commodore's Report**

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As I advised in an email to members, Vice Commodore Sheenagh has resigned, standing down after the Great Bay Cruise. In her short time as VC, she submitted many ideas for change and implemented most of them, to great effect. She felt unable to continue in the current committee environment. Thank you Sheenagh for putting yourself forward for this important (and somewhat demanding) position and for the hard work you did.

The Committee is currently reviewing and documenting the roles of all positions and will have the information and a system in place to better inform new office-bearers about roles and responsibilities. We are also collating past decisions about Club policies into a single document to try and avoid continual re-invention of the proverbial wheel. I hope that we can simplify the committee processes and remove some of the frustration that has existed recently.

On the boating safety theme and following discussion at our May committee meeting, I wrote to the Premier, as Minister for Sport and Recreation, regarding the safety of navigation in the Channel and Storm Bay areas. My letter is reproduced later in this edition. As a result, I now have a meeting scheduled with Rene Hidding MP, Minister for Infrastructure, who has responsibility for Marine and Safety Tasmania (MAST). I hope to be able to report on the outcome at the June general meeting.

The Club continues to provide education sessions through Women on Boats and the Winter Forum series. Enjoyment of cruising is enhanced with increasing knowledge and competence and we are fortunate to have so many experienced presenters at these sessions.

Some would say that enjoyment of cruising is also enhanced with a cabin heater – and they may be right in coming months. Regardless, I hope to see many of you out on the water for the Kermantie long weekend, Dark MOFO and the Upside-down Christmas cruise.

Andrew

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**Rear Commodore's Report**

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May General Meeting guest speakers Margie Beasley and Chris Wilkie gave us a wonderful presentation about cruising in Patagonia and rounding Cape Horn aboard their yacht *Storm Bay of Hobart*. Their photos would tempt anyone to explore this remote and vast waterway. It proved so popular that they've agreed to come back and entertain us at our annual dinner and speak about their time in the Falklands.

Our guest speaker for June will be John Sansom. John has titled his talk "A Rock Lobster Tale". He will take us on his personal journey as a Tasmanian cray fisherman. From naive novice to fishing boat owner/operator, the story illustrates the highs and lows of catches, family life and politics in an industry that has transformed and reinvented itself over the last 40 odd years. John started fishing in 1975 and retired in 2014. He has since been the executive officer of the Tasmanian Rock Lobster Fishermen's Association.

The Annual Dinner for CYCT will once again be held at the Merino Room in the Woolstore on Saturday 9<sup>th</sup> September. The Woolstore is within walking distance of Constitution Dock, which gives an opportunity to spend the night on our boats in the Dock. The fee for staying in Constitution Dock for the night is \$30. The cost for our dinner will be \$60 a head with drinks at bar prices. Last year we enjoyed shared platters for 3 courses with tea and coffee provided. It was a fabulous meal, with plenty of choice and those with special diets were well catered for. We've opted for a similar arrangement this year. Margie Beasley and Chris Wilkie will be our guest speakers at the dinner, talking about cruising in the Falklands.

RSVP by Friday 1<sup>st</sup> September by email to myself if you wish to attend this dinner. Please include any dietary requirements and whether or not you plan to bring your boat into Constitution Dock for the night in your reply. Payment for the dinner can be made on the website and the Dock entry fee will be collected from boats on the WE.

The June LWE cruise is shaping up to be a very social event. We have a dinner planned at SASS restaurant in the Kermadie Hotel on the Saturday night with Brian Parkinson providing musical entertainment. Drinks at Franklin Marine on the Sunday evening, showcasing local ciders and wines, followed by a 3-course dinner in the Living Boat Trust shed with local musical entertainment! Those of you who attended the concert at the Skiff Regatta in Franklin in February, will have an idea of how good these local musicians are. It promises to be a great evening.

Catrina

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**Great Bay Cruise 19-22 May**

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**Richard Taylor**

The weekend was planned to start Friday with an informal gathering at Quarantine Bay. The forecast was not very inviting and if we all believed what we were hearing and reading probably no one would have attended, it was going to be pretty windy and rough. Of the 16 boats that indicated they would attend and *Tahiti*, who was a late scratching due to our VC Sheenagh maintaining a horizontal position after a pushbike incident, a healthy 12 boats hit the start line, despite the inclement weather: *Bladerunner*, *Cleo*, *Close Encounters*, *Easting Down*, *Irish Mist*, *Julienne*, *Minerva*, *Pandora*, *Phase Three*, *Stella*, *West Wind of Kettering*, and *Willyama*. It was good to see that 7 boats arrived Friday and 5 more made it for Saturday. Radio skeds were adhered to with all boats reporting in.



Quarantine BBQ outdoors on Friday (Image Shona Taylor)

Quarantine BBQ site attracted a late lunch on Friday and the joint decision in view of the unfavourable forecast was to stay put in the bay for Saturday and leave early Sunday morning for Little Fancy Bay. As Saturday progressed the prospect of eating ashore was to be determined by the number of umbrellas that were available due to the inclement weather but with a bit of clever arranging by Ian Barwick the Quarantine Station meeting room was made available for a small cover charge. BBQs were made available and a great late-ish lunch was enjoyed by all. Some colourful and constructive discussion took place on the rooms being made available to the CYCT for special occasions on a regular basis. No minutes were taken. Lew Garnham, who arrived late Friday night into Quarantine, unfortunately had to depart early Saturday morning to sail back to Hobart but missed us all so badly he jumped straight into his car and drove back down, onto the ferry, and joined us late in the afternoon.



Comfortable and dry at the Quarantine Station on Saturday (image Shona Taylor)

We all agreed to leave early Sunday morning to head down to the Great Bay Area to start our "Beach/Waterfront Fish Farm Rubbish Observation and Photographic Survey", and meet at Little Fancy Bay in the afternoon to discuss the results. However on Sunday morning the fog in Quarantine Bay and the Channel was a true "peasouper" and unless you had a radar it was impossible and quite dangerous to leave.



The peasouper on Sunday morning at Quarantine Bay (image Tracey Taylor)

A few boats departed the mission and with the remaining armada, *West Wind*, *Close Encounters*, *Stella*, *Easting Down*, *Willyama*, and *Cleo* headed down for our rendezvous. After a pleasant late beach BBQ and swapping information it was encouraging to note that some areas had definitely

been cleaned up but other areas had not been touched. As a result of this I contacted the Tassal area manager of the northern Channel area whom I have been talking with over the last few months. I have arranged a meeting with him to discuss the responsibilities of himself and his staff and his plan for the future to prevent the rubbish even leaving the farms. Tony Peach and I will be attending this meeting and will report the outcome.



Little Fancy (image Tracey Taylor)

It was a great weekend, lots of laughs and a "seed planted" at the Quarantine Station. Our beach inspections should produce the right outcome in the end for all of us who want to enjoy our wonderful southern waterways of Tasmania. Let's make it how it used to be.

Richard Taylor, *Easting Down*

*Perhaps cruise coordinators should be banned from riding bicycles until they return from their responsible cruise, given recent experiences within the CYCT - ed*

## CYCT Annual Dinner

**When:** Saturday 9th September

**Where:** Merino Room at the Woolstore

**Cost:** \$60 a head, with drinks at bar prices. This includes a 3 course shared platter meal with tea and coffee.

**Guest Speakers:** Will be Margie Beasley and Chris Wilkie from *Storm Bay of Hobart* and they will be talking about their adventures in the Falklands.

**RSVP** to Catrina Boon by 1st September, payment can be made on CYCT Website.

**Come by boat and stay at Con Dock for \$30 a boat.**

(Please mention this when you RSVP if you intend to come by boat)

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**Letter to the Premier**

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Premier of Tasmania  
c/- Dept of Premier and Cabinet  
GPO Box 123  
Hobart TAS 7001

Dear Mr Hodgman,

I am writing to you in your capacity as Minister for Sport and Recreation regarding the safety of navigation for recreational craft in the D'Entrecasteaux Channel and Storm Bay areas.

The Cruising Yacht Club of Tasmania (CYCT) was established over 40 years ago and currently has 316 members with 175 boats on our register. Most of our members' boats operate in SE Tasmania; the majority of those are in the Derwent Estuary and D'Entrecasteaux Channel areas. The Club is responsible for the publication *Cruising Southern Tasmania* (previously *D'Entrecasteaux Waterways*). We promote cruising in sailing and motor vessels and have done much to promote these areas to local yachtsmen as well as to mainland and overseas visitors.

However, with recent developments we have major concerns regarding the ongoing safety of navigation for recreational vessels in these waters, including:

1. the absence of information on the official navigation charts regarding the location of fish farm zones and the characteristics of navigation marks on the zone boundaries;
2. the proliferation of floating debris originating from aquaculture operations, creating navigation hazards;
3. certain operations of aquaculture vessels, particularly associated with towing operations and the lack of required signs indicating the position of partially submerged tows;
4. the difficulty of determining who is responsible for maintaining the safety of the waterways and finding an authority prepared to accept reports of navigation hazards.

It is the opinion of experienced members of the CYCT that it is only a matter of time before a serious incident occurs, resulting in injuries and damage to vessels.

In conjunction with Yachting Tasmania, in November 2016 we discussed items 1-3 with representatives from two of the major aquaculture companies and obtained commitments from them; to date there has been no progress on these commitments.

Responsibility for these issues appears to be spread over at least two other Ministries (Infrastructure and Environment, Parks and Heritage) and will require coordinated action. Your assistance in resolving the issues as soon as possible would be appreciated.

Yours faithfully,

Andrew Boon  
Commodore, Cruising Yacht Club of Tasmania

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**A Tidal Question #1**

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**Alex Papij**

Southern Tasmania doesn't have very big tides, and so we get complacent about anchoring depth. Some places, especially across the north of the state, have larger ranges and don't always have tidal information. It is a useful exercise to review how to calculate tidal range for areas with large tides. As an example, while circumnavigating Tasmania clockwise in January, we decided to tuck in behind Tomahawk Island in blustery 20-25 kt westerlies. This was a good location to begin our passage through Banks Strait the next day. Right next to the island there is plenty of depth, but it was roly and bouncy. Elsewhere was a large area of shallower water with 3 to 5 metre depths at the time of our arrival, but subject to swell. So this posed an interesting tidal question: if *Rusalka* anchors in this shallower area what will be the minimum depth before departure the next morning? How far can *Rusalka* tuck in to get out of the swell? Tomahawk Island is between Swan Island and Low Head and there is no Bureau of Meteorology tidal information for this exact location.

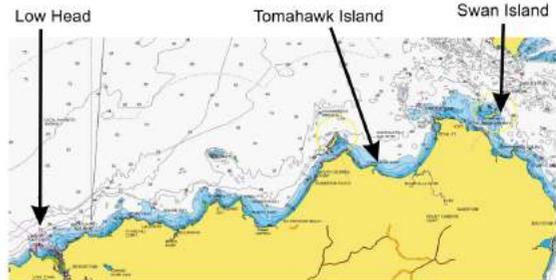


From L to R: Tas mainland, drying shoals, Tomahawk Island (image Alex Papij)

What was available was an onboard clock, the depth sounder and the following Bureau of Meteorology tidal information for January. Both Low Head and Swan Island show tidal ranges of no more than 2.2m. But we do know that across northern Tasmania these ranges can vary markedly and in fact be much larger than 2 metres. The high and low times for these 2 locations are up to a couple of hours apart. *Rusalka* arrived before 5 pm on 26<sup>th</sup> January, so the guess was that it was closer to low tide than high tide at Tomahawk Island. The anchor was dropped in about 4 metres of water, with the depth sounder reading about 2m below keel. A worksheet for estimating the height of tides was used to estimate the lowest expected depth overnight for the 26<sup>th</sup> January. (Worksheet as given in Admiralty Tide Tables.) Filling out the worksheet (see figure below) involved doing steps in reverse order from what is usually done with these sheets,

together with some observations of depth during the evening and an estimate of tidal ranges.

Low Head		Swan Island	
<b>26</b>	0438 1.27 1027 3.01 TH 1710 0.80 2327 2.92	<b>26</b>	0239 0.41 0844 1.56 TH 1524 0.02 2146 1.34
<b>27</b>	0532 1.28 1120 3.01 FR 1803 0.76	<b>27</b>	0326 0.42 0931 1.55 FR 1611 0.02 2233 1.34
<b>28</b>	0020 2.97 0630 1.25 SA 1215 3.04 ● 1857 0.71	<b>28</b>	0414 0.42 1019 1.54 SA 1657 0.04 ● 2320 1.35



Tide data for Low Head and Swan Island and a chart excerpt of the area

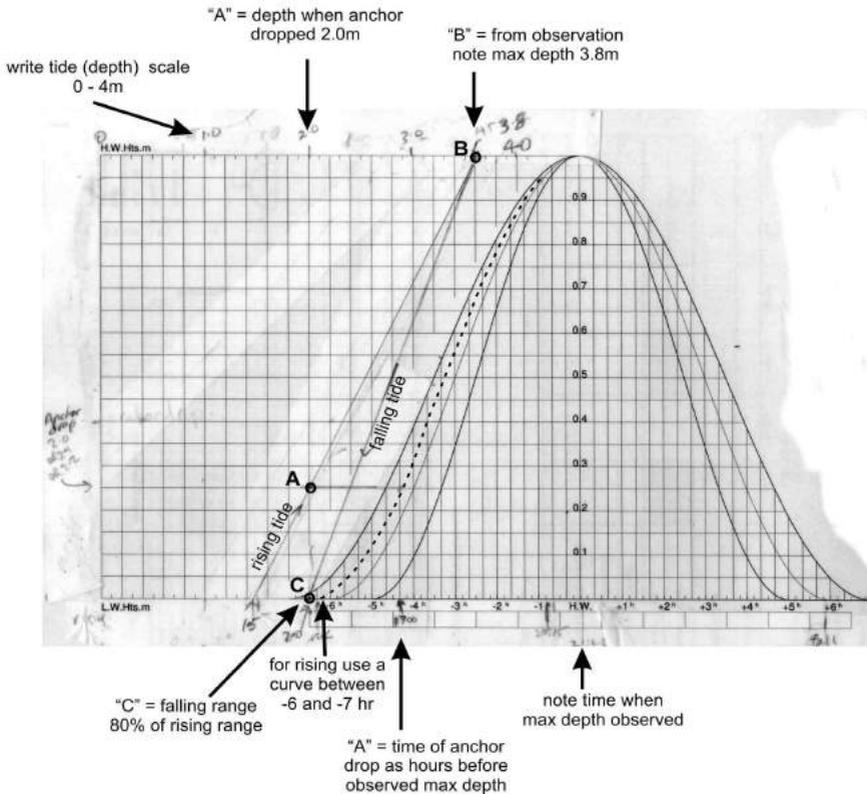
The first thing to note from the Low Head and Swan Island tide tables is the ratio of the rising tidal range upon arrival and the falling tidal range that will follow. Low Head low tide of 0.80 rising to 2.92 gives a range of 2.12m. The following falling tide from 2.92 to 1.28 gives a range of 1.64. The falling range is 77% of the rising range. A major assumption/guess was that the falling range would be about 80% of the rising range at Tomahawk Island.

Two observations were made. All depths used were the sounder display of “below keel”:

- After the anchor was set, the time and depth was noted (17:00/5pm and 2.0 below keel).
- During the evening the time and depth was noted every 15 or 30 minutes to find high tide time and height. By 22:15 it was clear that high tide occurred at about 21:20 with a depth of 3.8m.

During this period the barometer did not change so there was no need to account for its effect. There is now enough information to fill out the worksheet. The peak of the curves is high tide so the time at that point was set to 21:20. The horizontal axis for tidal height was marked up from 0 to 4 m and the high tide is marked at point “B” at 3.8 m. The height at anchor drop time 17:00 (4hr 20min earlier) was 2.0 m. Placing a curve between the -6 hr and -7 hr curves (the dashed curve) and reading off it, the anchor drop places point “A”. Drawing a straight line from “A” to “B” gives the rising tide, and shows low tide was 2 hours before arrival and would have read 1.5 m below the keel at the anchor drop location. To determine the minimum to expect below the keel during the night a falling tide line needs to be drawn. The rising tide range is 2.3 m (3.8 – 1.5) and the following falling tide will be calculated as 80% of that ie 1.8 m. So the tide will fall 1.8 m from 3.8 m down to 2.0 m. This locates point “C” on the chart. Line “B” to “C” is the falling tide. A minimum of 2.0 m below the keel was enough depth given the wind and swell conditions for *Rusalka*. If the swell picked up a bit more it would still be fine. Although we could have tucked in to slightly shallower water, we chose not to. All on board slept well that night.

In the morning it was past low tide and into the next rising tide. A quick check of the depth compared to the worksheet prediction showed the tide was indeed within 0.2m.



The actual worksheet as filled in on 26<sup>th</sup> January

At every step in this calculation a slight exaggeration was taken "just to be safe". For example, upon dropping the anchor *Rusalka* was swinging in the wind and its depth (below keel) was reading between 2.0 and 2.2 metres, so 2.0 was used in the calculations. The ratio of the particular rising to falling tides for Swan Is was about 67% and for Low Head was 77%, and for the calculations 80% was used.

As with all things boating, there is always more than one way of answering a question and this is no exception. I'm sure there are other ways, and probably simpler, to answer this tidal question.

Alex Papij, *Rusalka*

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**A Tidal Question #2**

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**Alex Papij**

Banks Strait on the NE corner of Tasmania has a deserved reputation for strong tidal currents, not much sea room and the potential for steep dangerous seas. We have passed through these waters several times on *Rusalka* and our on previous boat *Chaika* and always had pleasant and uneventful passages. On every occasion we had been careful in selecting when to pass through the strait. So, here is a tidal question: how is the decision made on when to pass through the strait?

Pleasure craft pass through the strait all the time and most make their timing based on tides – going through on high or slack and so on. I'm sure they all make very sound decisions. Our decision making process is quite a structured approach that has served us well. When setting off from Hobart or Melbourne or somewhere else, we only have an approximate idea of which day and what time of day, we will be ready to pass through Banks Strait. I would prefer not to make brain teasing decisions while waiting out a bit of rough weather. To decide on the exact time that it's best to pass through the strait, it's better to have it worked out beforehand. My major objective is to pass through when:

- 1) wind and wave is within my comfort zone
- 2) wind is with tide

I certainly don't want wind against tide and I don't want to have both the wind and tide against me. As a cruiser and not a racer, I have the time to wait.

The wind and wave information comes from the Bureau of Meteorology (BoM) forecasts. The tidal stream information comes from Australian Chart AUS 798 (Eddystone Point to Stony Head) tidal diamond table and the BoM tide tables for Devonport.



Extract of Eddystone Point to Stony Head chart, AUS 789

I use tidal diamond B (40° 38.9'S, 148° 05.1'E) on Chart AUS 798 because it is the closest one to the middle of the strait. There is another tidal diamond D (40° 58.9'S, 148° 24.1' S not far from Eddystone Point) close through where we would normally pass, but the table information reveals that tidal currents there are less the 0.5 kt, even in spring tides, so I ignore diamond D.

Because the tidal diamond information is referred to Devonport high tide time, I use BoM tide tables to get that time. I then draw up the following table:

From tidal diamond table  
AUS 798

Date - tide	Hours off high tide Devonport	AEST (add 1hr for Daylight Saving Time)	Knots	Stream direction *True	Favourable for east bound
Wed 25 Jan	0 hr	09:37	0.9	98	GOOD
	+1 hr	10:37	2	107	GOOD
	+2 hr	11:37	2.7	113	GOOD
	+4 hr	13:37	1.4	85	GOOD
	+6 hr	15:37	0.6	176	GOOD
	-6 hr	16:30	0.6	259	
	-4 hr	18:30	2.8	297	
spring~neap	0 hr	22:30	0.9	98	GOOD
	+1 hr	23:30	2	107	GOOD
	Thurs 26 Jan	+2 hr	00:30	2.7	113
	+4 hr	02:30	1.4	85	GOOD
	+6 hr	04:30	0.6	176	GOOD
	-6 hr	04:26	0.6	259	
	-4 hr	06:26	2.8	297	

High tide Devonport

Fill in times forward and backwards with respect to high tide time at Devonport

The most important column is the Stream direction. For an easterly passage I have selected favourable current stream direction to be between > 90° and < 180° True. I then fill out the last column for the GOOD/favourable times to pass through Banks Strait. It's very easy to copy these table entries as many times as I want, with the only detailed changes needed are the Devonport high tide times and the AEST times before and after, the rest is the same (stream directions do not change). I can easily have the table cover several days.

So back to the Tidal Question: how is the decision made on when to pass through the strait? The process is to check the weather and seas, when it's OK, look up this table and pick a GOOD time to pass through. As simple as that.

The following is an extract from our Passage Plan on 27 January 2017, heading east, where we entered Banks Strait at about 11 am:

Convenient time to reach Banks Strait

Date - tide	Hours off High tide Devonport	AEST (add 1hr for Daylight Saving Time)	Knots	Stream direction * True	Favourable for east bound	6 hr	17:24	0.6	259		
						-4 hr	19:24	2.8	297		
						-2 hr	21:24	1.6	283		
						mid 27 Jan	-1 hr	23:24	0.7	238	
Wed 25 Jan	0 hr	9:37	0.9	98	GOOD	mid	0 hr	23:24	0.9	98	
	+1 hr	10:37	2	107	GOOD		+1 hr	00:24	2	107	
	+2 hr	11:37	2.7	113	GOOD		+2 hr	01:24	2.7	113	
	+4 hr	13:37	1.4	85	GOOD		+4 hr	03:24	1.4	85	
	+6 hr	15:37	0.6	176	GOOD		+6 hr	05:24	0.6	176	
	-6 hr	16:30	0.6	259			-6 hr	05:18	0.6	259	
	-4 hr	18:30	2.8	297			-4 hr	07:18	2.8	297	
	-2 hr	20:30	1.6	283			-2 hr	09:18	1.6	283	
	-1 hr	21:30	0.7	233			-1 hr	10:18	0.7	233	
	mid	0 hr	22:30	0.9	98	GOOD	spring	0 hr	11:18	0.9	98
	+1 hr	23:30	2	107	GOOD		+1 hr	12:18	2	107	
	+2 hr	00:30	2.7	113	GOOD		+2 hr	13:18	2.7	113	
Thurs 26 Jan	+4 hr	02:30	1.4	85	GOOD		+4 hr	15:18	1.4	85	
	+6 hr	04:30	0.6	176	GOOD		+6 hr	17:18	0.6	176	
	-6 hr	04:26	0.6	259			-6 hr	06:17	0.6	259	
	-4 hr	06:26	2.8	297			-4 hr	08:17	2.8	297	
	-2 hr	08:26	1.6	283			-2 hr	10:17	1.6	283	
	-1 hr	09:26	0.7	233			-1 hr	11:17	0.7	233	
	mid	0 hr	10:26	0.9	98	GOOD	spring Sat 28 Jan	0 hr	12:17	1.1	98
	+1 hr	11:26	2	107	GOOD		NEW MOON	+1 hr	13:17	2.2	107
	+2 hr	12:26	2.7	113	GOOD			+2 hr	14:17	3	113
	+4 hr	14:26	1.4	85	GOOD			+4 hr	16:17	1.5	85
	+6 hr	16:26	0.6	176	GOOD			+6 hr	18:17	0.7	176

Favourable wind and waves on these days

This is nothing more than using the tidal diamond information, but the way I write it up, days or weeks in advance, makes it extremely quick and simple to determine a time to pass through Banks Strait.



Musselroe Wind Farm - generators pointing west as we sail east in 15-20 kts (image Jackie Zanetti)

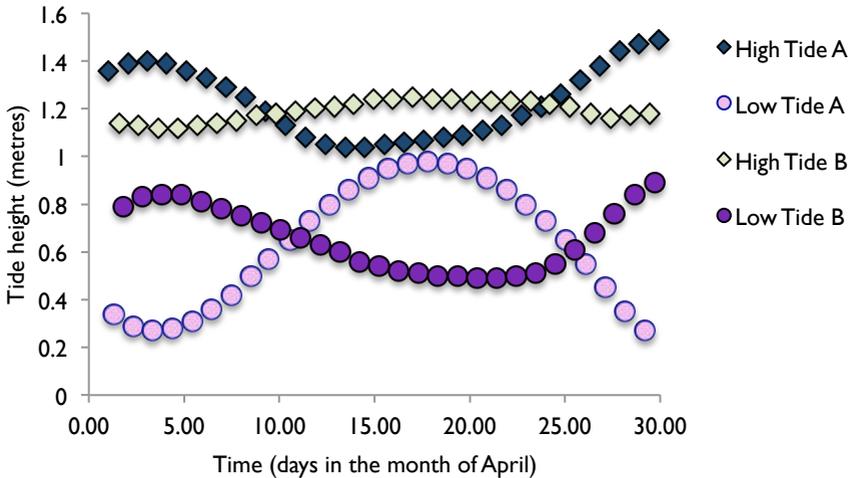
Alex Papij, Rusalka

## A Bit More on Southern Tasmanian Tides

Christian Narkowicz

Without going into the details of the causes of tides and their variability around the world (see Wikipedia for that), I would like to share some observations that may be of interest to some. According to several tide maps I have looked at, Tasmania has semi-diurnal tides, meaning that there are two high tides and two low tides for every tidal period (lunar day of about 24 hours and 50 minutes) and both high tides and both low tides are almost equal in the one lunar day. While this is true for northern Tasmania, in the south we actually experience mixed tides for most of a lunar cycle. Mixed tides may still have two high and two low tides in every tidal period but the tides may vary considerably, with the high tides being significantly different from each other and the low tides also being different from each other. In the south there may be almost equal tides only for a few days in a lunar month. This can be seen in the following diagram that shows the height of each high and low tide throughout the month of April, 2017. The tides go sequentially from High Tide A to Low Tide A, then to High Tide B and to Low Tide B and then back to High Tide A, etc. This information comes straight from the BoM tide tables, but I have not seen tide data displayed in this way before. NB: Full moon on 11<sup>th</sup>, new moon on 26<sup>th</sup> April.

A plot of daily tidal high and low extremes through April 2017



What this graph shows is that there is usually a difference in magnitude between the two high tides in a lunar day, with one tide higher than the other. For April 2017, this difference peaked at 0.28 metres at the end of the month. Also, there were two times in the month when the high tides were essentially equal for one or two days. In April 2017, this occurred 3 days before the full moon (13<sup>th</sup> April) and also about 3 days before the new moon (26<sup>th</sup> April). There was also a

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significant difference between the low tides on most days, with the greatest difference being 0.68 metres at the neap after the new moon, at the end of the month.

Similar to the high tides, equal low tides occurred twice in the month, on the spring tides. Also, a few days before the last quarter (19<sup>th</sup> April), there was very little difference between High Tide A and Low Tide A (~9 cm). So on the few days up to the last quarter, around the neap, there was very little tidal flow from about midday till about midnight. This phenomenon also occurs in Port Adelaide where it is termed a dodge tide or "The Dodger". The neap after the new moon produced the greatest tides, and not the spring tides around the new and full moons, as occurs in regions with a true semidiurnal tidal pattern.

What this means for transiting the Denison Canal is that the ebb current will vary considerably depending on the stage of the lunar cycle. For example on 30<sup>th</sup> April, the tidal variation between the "high" high tide and the next low tide was 126 cm, so the ebb current was very strong. A tidal variation of only 9 cm (19<sup>th</sup> April) would result in much less ebb current. The time to slack water, stated as being 2 ¼ hours after the Hobart high tide, also actually varies considerably. I can not cite with authority how this delay varies with tidal variation, but the last time *Tahiti* went through it was one hour after Hobart high water, on a "low" high tide, and it was already slack. We have also gone through 2 hours after Hobart high water and had to contend with a strong ebb current. I concur with Albert Ross (April *Albatross*) and prefer to transit about 1 hour after Hobart high water. If you were looking to transit on a "high" high tide (>1.4 m), in April you would have been out of luck, because the bridge operator works only from 0900 to 1700, and all such tides were out of operating hours.

Christian

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### **Guidelines for Contributions to the Albatross**

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

- Submit articles as a Word document, ideally less than 1600 words.
  - 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 20<sup>th</sup> (there is no *Albatross* in January).
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**Women's Day-Sail May 6<sup>th</sup>**

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**De Deegan**

The weather gods were not kind to our planned WoB weekend away on May 6-7. The skippers agreed to cancel the weekend but left it open to each boat and crew to decide if at least a day sail was possible. Well, we do have some very hearty women in the club. Diane Barkus on *Asylum* and her crew of Joanne Lentern, Chris O'Conner, Barb Murphy and Judith De La Mare had time on their side and were able to sail to Kettering on the Friday afternoon. By this time the forecast had improved for Saturday but was looking even more grim for Sunday. De Deegan's crew on *Bindawalla* of Julie Macdonald, Annette Philpot and Jennifer Birch decided the forecast was worth going for a day sail and invited Bev Hitchens to join us. We agreed to meet *Asylum* in Quarantine Bay for lunch and were really pleased to hear that Kim and Tony Brewer on *Pania* would come for a sail and meet us for lunch.



Bev, Jen and Annette (on the helm) aboard *Bindawalla* (image Julie Macdonald)

Onboard *Bindawalla* we had a good breeze to start and were able to practice reefing and heaving to. After sailing north we turned to sail back to Barnes Bay. As the wind dropped and so our speed, we watched a vessel approach from the south, and had the conversation about never assuming another vessel sees you. Well, little did we know!!! Becalmed under full sail we kept expecting them to turn and if we had not started the engine and put her into full ahead we would have been rammed somewhere between mid-ships and the stern quarter. We all screamed out and they never even acknowledged we were there. We were able to identify the boat as *Booran*, a black fishing vessel. We then tried reaching them via VHF with no response.

We have filed an incident report with MAST. It really gave all on board a fright and a timely reminder that a good lookout must be kept at all times with the ability to manoeuvre quickly. The crew's quick and calm action kept *Bindawalla* out of harm's way. Well done! As *Asylum* and *Pania* were already in Barnes Bay *Bindawalla* decided it was time for lunch too. It was a good time to practice rafting to another vessel. We had a most enjoyable time, getting to know some really interesting women and their stories. I think we all felt a bit sad that some women missed out and we would not get to have the night away.



Aboard *Asylum* in Quarantine Bay (image Tony Brewer)

The crew on *Asylum* once again showed us that cruising is all about having time on your side and were able to spend Saturday and Sunday anchored in Sykes Cove tucked away from all the bad weather and sailed back to Hobart on the Monday. All reports say they had a most wonderful time on the beautiful *Asylum* under the most competent skipper and teacher, Diane. To all the women who missed out on this women's sail away we are all keen to do again and soon. Thanks very much to Val Nicholls on *Aziza* who did all the organizing for the weekend, and then was not able to join us.

De Deegan, *Bindawalla*

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**A Culinary Cruise Through the Furneaux Group**

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**David Mitchell**

Following last year's trip to the islands I wrote an article for *Albatross* about my experiences in cooking meals on board *Minerva*. In figuring out what to talk about for this article I wished to provide some new observations that perhaps might be of interest to CYCT members. Certainly factors such as ensuring there is a good balance of food types, including fresh meats, vegetables, fruit, pasta, rice, breads, spreads, cheeses etc as well as tinned and dry food is important. Likewise, working out in advance possible menus and recipes to determine the quantities of food needed to be purchased, relative to crew number, is important in planning for a longer trip away. And yes while all of this can be a challenge, especially when one takes into consideration the limited volume of marine fridges, storage space available on a boat, bench space to work upon and the limitations of marine stoves, in truth I am certain such considerations would be common to all and undoubtedly most members would have far greater experience than I.

So what then is the perspective I can bring to this topic that may contribute in helping members think about and cater for in going cruising? What I can say is that meeting the challenges of keeping the crew content has been an iterative process and one that I will further refine as I undertake more extended cruises. When I sailed last year on *Minerva* it was my first long cruise. Since then I have crewed on Denis Planchon's *Eclipse* (a 1981 Holeman and Pye 52 ft ketch), from the Gold Coast to Kettering, I learnt a lot more about fresh food spoilage management, cooking at sea and food management to ensure our meals would remain interesting and nutritious on that trip. In planning for this year's trip to the Furneaux Group, I felt more confident of what I could achieve and that this aspect of our trip would be well dealt with.

The next observation I want to make is that while bench or table space upon which to prepare meals on a boat is significantly less than what I am used to at home, you adjust to this and can manage surprisingly well by the use of bowls etc to store cut veg, meats etc prior to actually cooking the meal. Similarly, while most boats have two or three burners the actual cooktop space is limited, which affects the size of pots and pans one can use, but again this doesn't need to be considered a hindrance. Cooking parts of the meal in sequence prior to adding it all together is one way of managing this limitation. I have found that this works perfectly well for stir fries as well as for curries, casseroles etc. In addition, use of the oven is another good option for keeping parts of a meal warm (on low heat) as well as for baking/steaming fish in foil, pizza, or even a baked dinner. (*You have obviously not yet cooked in the galley of a large cat – ed*)

The next thing I have learnt to deal with is timing of meal preparation when on passage to ensure the meal is ready at the end of the day if going from one anchorage to another. You and the crew are basically tired at the end of a long day and having to wait to eat until too late isn't a great idea. However, one needs to be flexible in managing the timing of meals because as you would know, anchoring a boat and ensuring the pick is well set, tidying up the boat after the day's sail all take time. Lunches frequently and/or if you are sailing overnight, mean that meals will have to be prepared on the go. I found this aspect initially a challenge in working on a

moving platform, ensuring I didn't lose meals off the bench/table and/or may even have to be done in shifts, especially if crew members are too busy to stop and sit down due to managing the needs of the boat, sails, steering etc. However, overall I have found that cooking on a boat is essentially little different to doing this at home.

As mentioned above food spoilage management is important. The need to be vigilante, how to manage this and understanding which fresh food types need immediate refrigeration vs those that can be delayed and those that don't require it for at least a trip of three weeks duration is something all of us cruisers need to be aware of. While the majority of cruising yachts have fridges or at least an icebox, in most instances their capacity is relatively small and so it is important to give priority to foods that need to be refrigerated. For many vegetables and fruit, keeping it fresh can be managed simply by ensuring it has adequate airflow to prevent mould and spoilage. Use of nets hung from the saloon sole can work well but equally as is the case on *Minerva*, storing such foods in a cupboard with good airflow (mesh doors) and a fan works equally well. To my way of thinking, a reliance on tinned food and dehydrated foods, while still meeting ones basic needs, is certainly not as conducive to enjoying cruising as much as you can, since food is more than just fuel for the body.

The following points are my observations about which foods require refrigeration and those that can go without for a reasonable duration.

### **Vegetables and fruit**

Lettuce (iceberg): ambient 1 week, then refrigerate 1 more week

Cucumber: ambient 3 weeks (wrapped in plastic)

Tomatoes (bought firm): ambient 1-2 weeks if well ventilated

Celery: ambient 2-3 weeks (add water to the plastic bag and store in the dark)

Potatoes, sweet potato, onions, garlic and ginger: no refrigeration required

Capsicums: ambient ~2 weeks (maximum) but thereafter will need to be kept refrigerated.

Fennel: ambient ~1 week, then refrigerate 2 more weeks

Mushrooms (in a paper bag): ambient at best a week, then refrigerate 1 more week

Cabbage: ambient 3 weeks (*as sauerkraut 3 years! Ed*)

Avocado (buy as firm as possible): ambient ~2 weeks

Apples, oranges, mandarins, lemons and limes all will last for 3 weeks without refrigeration,

Bananas will spoil fairly rapidly (3-4 days maximum) unless you use a banana bag. But that is of course assuming you don't believe in the superstition about having bananas on board a boat....,

Zucchini and aubergine: ambient 2 weeks then refrigerate

Carrots need to be refrigerated, as do broccoli and green beans.

Fresh herbs (rosemary, thyme, parsley, bayleaves): 3 weeks if refrigerated

Coriander: at best 1-2 weeks refrigerated (but keep an eye out for spoilage and remove).

### **Bread/wraps/dry biscuits**

Good quality stoneground sourdough and/or multigrain (whole loaves rather than sliced) will last for approximately a week, but keep an eye out for mould. Wraps are of course an excellent choice for lunches and will last, as will biscuits such as Ryvita, Saos etc.

### **Spreads**

We took a range of spreads, including hummous, tzatziki, sundried tomato, peanut butter and jams. Aside from the last two items, these need to be refrigerated, as does butter and cheeses. Eggs will easily last for 3 weeks without refrigeration and can last for many months if they are coated with oil or similar coatings to prevent oxidation through the shell.

### **Meat**

First off, while pre-cooked chicken is an excellent option to take on a trip, you really will need to eat this within about 2 to 4 days from purchase and keep it refrigerated. Fresh meat needs to be cryovaced and a good option (which I didn't have the freezer space available to me at home) is to freeze it and allow to defrost in the boat fridge. This will increase how long you have before it will go off. Chicken and mince meat needs to be used within roughly a week, while pork and beef can last for about 2 to 3 weeks.

Smoked meats (eg ham, kassler, salamis) are great to have to add to the diversity for lunches or evening meals. All need to be refrigerated, but can last easily for 3 weeks. Sliced ham will only last a few days. Tinned meats, hams, Spam (does anyone actually eat this stuff???) can last for a long time (unopened) but once opened must be eaten within a couple of days.

One of the great things about going cruising is the potential to catch fish. On this cruise, thankfully, we caught a range of fish including king flathead/flathead, cocky salmon and wrasse. All were thoroughly enjoyed, be it wrapped in foil with fresh sliced fennel, herbs and lemon and oven-baked or simply flour coated, with dry herbs, and cooked in butter in the pan.

### **Non perishables**

In regards to tinned foods, I ensured we had a good mix of tinned tomatoes, sweet corn, cannellini and kidney beans, chick peas, as well as tuna/salmon, but you could add to this asparagus, mushrooms, peas etc, as well as jars of olives, and pickled cucumber. We also had plenty of pasta, rice, couscous and also superfine flour to make pizzas.

### **Breakfast**

For the majority of the trip this consisted of muesli (Eumarrah), with milk and preserved fruit (in jars) and/or dried apricots, scrambled eggs, plus freshly brewed coffee.

**Lunch**

While this mostly consisted of sandwiches including spreads, lettuce, cucumber, tomato, cheese, cooked chicken, ham, salami or tinned tuna, we also enjoyed omelettes with ham and veg, as well as soup (eg minestrone), cup-a- soups, nachos and pizzas.

**Dinner**

This was something I really tried to make as varied and interesting for Lew and Chris as possible, so included both simple meals (eg roasted chicken, steamed pink eyes and salad, frittatas, steak and veg and pizza) through to more complex meals including curries (green chicken) with rice, stirfry veg and pork or chicken with rice, tacos, beef stroganoff with couscous, pork cacciatore with pasta, Indian chicken curry with garam masala/fenugreek (Kadai chicken) with rice, Asian chicken salad, let alone a variety of fish dishes as noted above. A seafood paella was on the menu but due to a lack of seafood being gathered, somehow this never eventuated. The key to being able to cook a broad range of types of dishes was ensuring not only did I have the main ingredients required but additionally that I had all the needed spices, herbs, and condiments (eg. fish sauce, soy, oyster sauce, sweet chilli, etc).

**Snacks**

As all will be well aware when cruising, at times between meals and especially for enjoying sundowners as well as after dinner, it is really helpful to have a selection to sate the crews' needs, which in the case of Lew is most things sweet, eg his Lizzie's fantastic rich fruit and nut cake (superb and yes we somehow did end up with Lizzie's portion of the cake plus what she had cooked for us – don't ask how or why ☺,) as well as chocolate (we had more than sufficient) and sweet biscuits. While I tend to prefer savoury items (I know not really good for me but hey) so that included BBQ Shapes (God's own biscuit !!), chips, nuts, crackers for dips, olives, and various cheeses. These also are great to have for the inevitable end-of-day sundowners and pre-dinner relaxation nibbles, and even more so when having others on board.

The cost for all this niceness surprisingly came out perfectly reasonably, and again this is something I have learnt to manage. In terms of the provisions I provided for the trip it worked out at about \$225 per person for 20 days, which equates to approximately \$11 per person/per day, and that included the beers bought for the trip. Adding on top of this the dozen wines that Chris bought, plus contributions from Lew and Lizzie, it still would have worked out to well less than \$20 per person/per day. I think that is pretty reasonable.

A few recipes from the cruise:

**Asian Chicken Salad**

Combine in a large bowl, sliced lettuce and cabbage, grated carrot, chopped spring onion and/or red onion with small chunks of cooked chicken (hot or cold). For the dressing mix a teaspoon of finely grated ginger, 1 clove of garlic finely chopped, a handful of coarsely chopped coriander,

3 tsp of soy, 2 tsp fish sauce, 1-2 tsp of sesame oil, lime juice (1/2 a lime), a dash of brown sugar. Pour over the salad and add a sprinkle of deep fried onion.

### Kadai chicken

6 thigh fillets chicken	knob of butter	5 cloves garlic finely chopped
tspn chilli flakes	3 tsp ground coriander (seed is better but not essential)	
1 tsp paprika	1 tsp garam masala	2 tbsp dried fenugreek leaves
1-2 tsp finely grated ginger	1 can of chopped tomatoes	seasoning

In a large pan or pot (depending on what you have on board and can use on your boat stove, add butter (ghee is what the Indians would use), and garlic. Fry on low heat (without burning) for 1 minute, add coriander, chilli, paprika and tomatoes. Cook for a further few minutes then add chicken (chopped chicken thigh), and season. Cook until chicken is cooked through. Then add garam masala and fenugreek. Stir and cook for around 10 minutes. Serve with steamed rice (jasmine or basmati), and a sprinkle of chopped fresh coriander. If you wish during the cooking of the curry you could also add some extra veg, eg sliced capsicum, carrot and/or zucchini and/or small pieces of potato, (but this is a deviation from the original recipe).

### Chicken/Pork Cacciatore with pasta

500g of chopped pork or chicken	large splash of extra virgin olive oil
1 large onion, chopped	2 sticks of celery, sliced
2 carrots, sliced/chopped	1/2 zucchini coarsely chopped
4 slices of eggplant coarsely chopped	4 mushrooms coarsely chopped
3 cloves garlic finely chopped	handful of Kalamata olives
2 bay leaves	1 tbsn fresh rosemary chopped
1 tsp dried oregano	handful of coarsely chopped Italian parsley
1 can of diced tomato	1 sachet of tomato paste
1 chicken cube (eg Massel)	

seasoning

1/2 tsp brown sugar	1 tbsp balsamic vinegar	100ml red or white wine
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Parmesan or similar hard cheese

Pasta of choice

Heat oil in large pan over medium heat, add meat and brown, put aside once cooked. Cook off onion, garlic, celery and carrot over low heat for a few minutes then add other veg and cook for a further few minutes until softened. Add meat to the pan, add wine, and simmer for a few more minutes. Then add tomato (both canned and paste), olives, sugar, herbs, vinegar, sugar and stock, season to taste. Cook for further 10-20 mins, allowing the sauce to reduce. Serve with al dente pasta, and a sprinkle of chopped parsley and grated parmesan or similar cheese.

David Mitchell

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**Reporting Hazards on the Water**

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Sheenagh Neill

**If you see a hazard then report it straight away**

Knowing what to do if you see a hazard on the water is critical. A hazard can be a submerged or floating object in an unexpected position, a malfunctioning light or beacon or indeed any general hazard you come across. If you see it then report it. There are 3 actions to consider: the radio log, the Marine Debris Hotline report and contacting MAST.

**1: Radio Call**

If there are other boats in the immediate area then you should put out an immediate securite call. Hopefully Tas Maritime Radio (TMR) will pick this up if it is in working hours. Needless to say TMR or Tas Ports (ph [1300 366 742](tel:1300366742)) should be advised of hazards to navigation so that they can put out a notice to all mariners and arrange to have the hazard removed.

Call procedure:

- "SECURITE, SECURITE, SECURITE" (pronounced as "say-cure-e-tay" - the French word *sécurité* is standard)
- "HELLO ALL STATIONS, HELLO ALL STATIONS, HELLO ALL STATIONS"
- "THIS IS ..." - name and radio call sign of boat or shore station (spoken three times)
- Then provide details of the warning

You may make the initial safety call to all stations on a distress frequency. However, you should change to a working frequency to make the broadcast of the safety message.

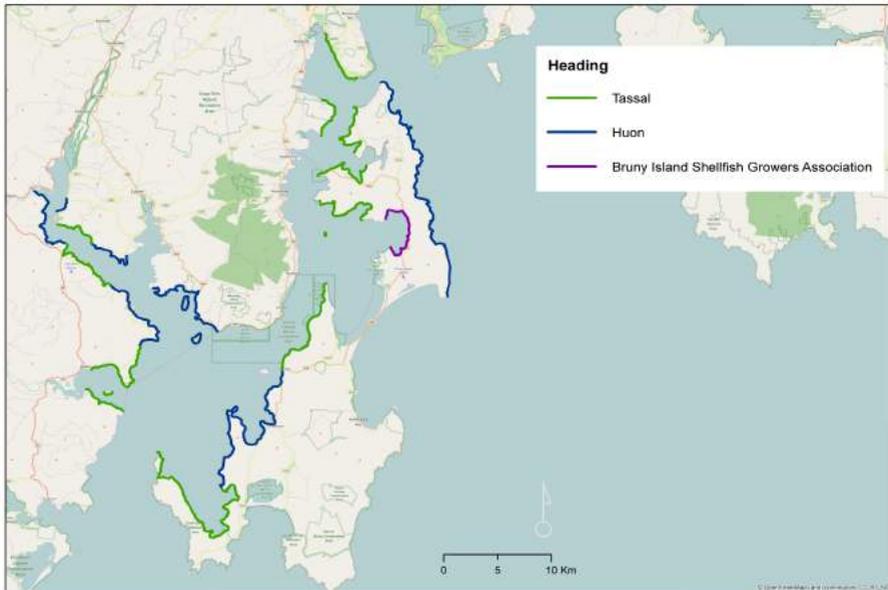
**2: Marine Debris Hotline**

Any hazardous debris that you find that is associated with fish farms can be reported directly to the Marine Debris Hotline on **1300 706 973**. The hotline will put you through to a representative from Tassal or Huon Aquaculture. This should trigger action from the relevant company but it will help if you can actually identify which company is responsible. The map on the next page shows the shorelines that have been adopted by each marine farming company so this may assist with choosing the right company to talk to. Also, large pieces of plastic pipe and structures made from it may have the name of the company written on them, and Tassal and Huon Aquaculture have rope of corporate colours. Tassal rope is black and grey/green and Huon's is blue and white. Of course it may not be possible to positively identify the owner of a floating hazard safely, so you may have to make a guess based on the location of the nearest most likely fish farm. The hotline can be used to report any fish farm debris, not only hazardous debris. With marine farm debris, you should also consider sending a report to the Marine Farming Branch of DPIPWAVE with photos and your concerns. Email: [mfops@dipwve.tas.gov.au](mailto:mfops@dipwve.tas.gov.au).

**3: Contact MAST**

If it is a general hazard or any navigation concern then you should report the issue to MAST. This can be done in 3 different ways:

- MAST website contact page - <http://www.mast.tas.gov.au/contact/>
- Telephone - **1300 135 513**
- email - [Mast.Admin@mast.tas.gov.au](mailto:Mast.Admin@mast.tas.gov.au)



Map showing the shorelines adopted by the main marine farms in the Channel/Huon/Bruny Island areas

To keep us safe on the water we all need to be good citizens and report hazards.  
Happy sailing.

Sheenagh

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**Ceviche (or Nga Sein Chin)**

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**Christian Narkowicz**

I first experienced this style of fish dish at the Bhodi Tree Burmese restaurant in Christchurch, which was my local when I lived there. There are also many variations in Mediterranean (Spanish especially) and Latin American cuisines. Basically it consists of fresh fish that is marinated in citrus juice with a few additions for colour, flavour and texture. There are two essential ingredients: really fresh fish and fresh lemon or lime juice. Freshly-caught, firm, white-fleshed fish is best. I have used gurnard (as did Bhodi Tree, a good use for this often neglected spiny fish), trumpeter, stripey trumpeter, Spanish and spotted mackerel, and kingfish. The Spanish/Latin American way is to cut the fish into 1 cm cubes and mix with juice in a bowl but I prefer to prepare thin slices the Burmese way. Simply take skinless and boneless fillets, slice about 3 mm thick across the grain and lay the slices on a plate. Squeeze juice from one or two lemons or limes over the fish. Finely dice, and spread over the fish, small amounts of what you may have of (some of) the following: carrot, cucumber, chilli, capsicum, celery, red onion, spring onion, tomato flesh, raw crayfish tail meat, anything else you may like to try. Garnish with a selection of the following: coriander leaf, mint, chives, flower petals, pomegranate, finely shredded lime leaf, anything else you may like to try. Drizzle with a little olive oil. Season with ground pepper and salt, to taste (no salt for me). By the time that is done, the fish is ready to eat. The dish illustrated below used trumpeter caught off the Peninsula when we did a weekend cruise with Cleo (Phil and Julie Garlick) in March. The baked trumpeter was good too.



Fresh trumpeter entrée of ceviche (or Nga Sein Chin) on the plate (image Christian Narkowicz)

# **DARK MOFO CRUISE**

**WHEN:**

**JUNE 17TH—18TH**

**WHERE:**

**CONSTITUTION DOCK**

**TIME:**

**BRIDGE OPENING AT  
11:30am**

**COST: \$30 PER BOAT**

DEFY THE DARK.  
CELEBRATE WINTER  
ON THE LONGEST  
NIGHT OF THE YEAR.

INVITE FAMILY &  
FRIENDS TO SHARE A  
FRONT SEAT AT  
TASMANIA'S BIGGEST  
PARTY.

BE PART OF THE  
SPECTACLE; LIGHT UP  
YOUR BOAT.

SEE THE PROGRAMME  
BOOK WINTER FEAST  
[www.darkmofo.net.au](http://www.darkmofo.net.au)

RSVP:

June 9th

[kim@boatsalestas.com.au](mailto:kim@boatsalestas.com.au)

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**New Members**

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**APPLICATIONS FOR MEMBERSHIP**

Jennifer Birch  
(no boat)

***Uhuru***  
Mal Botterill

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.



Not new members – Col, Lew and Picton talking boats at Tin Pot (image Liz Garnham)

**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**

### ***Gypsy Soul***

George and Maria Rance

### ***Tarangau (The Goo)***

David Paine and Melinda Rose

### ***Wanderer III***

John McClea and Sally O'May

### ***Vitesse***

Robert Howie and Katrina Hodge

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.

## **Control of your CYCT Mailbox**

There can be circumstances where you would rather not receive the email messages distributed to CYCT members. For example if you are planning to be away for a while, or if you and your partner are both receiving the messages and you would like only one copy. The best way to do that is not to remove the address from the members database, but simply ask the mailman not to send you messages.

It is easy to do, and easy to reverse.

See <http://secure-cyct.manuka/mailman.php> for instructions.

Dave Davey

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## Introducing New Members

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Bill and Jan Enkelaar - *Magnetron*

Bill has been ‘messing about in boats’ from a young age, learning to sail in off-the-beach dinghies, including a Rainbow which he built and called *Jan*. I joined him during our courting days. My only memories of that time were getting ready to go about; bottling and being under the boat; and my sailing attire (bathers, shorts and woollen jumper). Bill was later awarded Life Membership of the Burnie Yacht Club. Bill helped with several yacht deliveries, and his desire to have a keel boat was fulfilled in 2009 when he bought our beautiful Bavaria 42 *Karm* which is still sailed in southern Tassie. He knew a lot about boats; knew the workings and could (mostly) solve problems. I was certainly a novice so had lots to learn. Bill was still working, and, living in Burnie, time on the water was limited. *Karm* didn’t have a microwave, so a visit to the Sanctuary Cove Boat Show in 2013 on the pretence of “just looking” saw us sign up for a Jeanneau 469 (with a microwave). What should we call her? Bill is from the Netherlands; the Dutch word for microwave oven is ‘magnetron’; therefore our new acquisition is *Magnetron*! We’ve added various ‘things’ to make it comfortable, eg infill and clears, and Bill is happy with his design of the rear arch. We’ve had many great sailing trips down the Channel and around Tasman Peninsula. In 2014 *Magnetron* spent nearly 4 months up the eastern seaboard to the Whitsundays, with family members and friends joining us for various legs. I haven’t ‘done’ Bass Strait, opting instead to fly to and from Sydney. Most of the northern trip was great, but an 8-hour ordeal from Shaw Island to Mackay will forever be etched in my memory. We’ve also had two trips to Port Davey, the latter time being well tucked in for two days in 60 knot winds. We’ve obviously met lots of people in our travels, and have enjoyed many sundowners.



*Magnetron* in her Hobart berth (image Jan Enkelaar)

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Sally O'May (membership with John McClae, *Wanderer III*)

My boating history is rather varied. As a young child I learnt to row the family's solidly built timber dinghy with my dad, Roy. We would go out in the boat to check, and pull the fish nets and crayfish rings, to see if we had a catch. I loved being on the water. One day I pulled one of the crayfish rings up to find an octopus sitting on the top: I let out a scream and promptly dropped the cray ring back into the water. We had a lot of fun diving from the dinghy and using a good surfboard Dad had built. From there, it was on the water with my older brother Michael, who had a motorboat. I had a lot of fun water skiing at Opossum Bay, as did my brother Peter and sister Endra. On a few occasions we went well out into the Derwent River from Opossum Bay to meet up with the Sydney to Hobart Yachts sailing up the river. We went cruising up the river with the yachts on Michael's fishing boat *Martradam* on another occasion.

I first started ship cruising in my late teens. I sailed from Hobart on the old *Oriana*, a 42 000 tonne two class Ship. It was very exciting leaving port, as it was a time when we were permitted to have heaps of streamers and balloons when sailing away. In 1987 on the *MS North Star* I cruised through the South East Passage of Alaska. This was a small converted German warship, redesigned as an expedition cruise ship, with a maximum of 200 passengers. An amazing voyage. Then it was tall ships. I was fortunate to be able to work as crew on South Australia's sail training ship *One & All*. We sailed in the Sydney to Hobart Tall Ships Race in 1998. It was a rough voyage, yet we had some magic days and beautiful sunsets: we saw sea eagles, long winged albatross, dolphins etc. We were at sea for 9 days, and it was probably the most amazing hard working experience I had ever had. I was one of 3 ladies in their 50's. Most of the visiting crew were very young people. And it was just so wonderful sailing up the Derwent River to Hobart and home: we were all very emotional. I enjoyed a 6 day sail as a passenger on the *Windeward Bound* to Port Davey, a really beautiful region. We also did some walking and kayaking on Bathurst Harbour. I was sea sick for two days just as we were reaching the far south east tip of Tasmania but that was soon forgotten. It was a great journey.

Having worked in banking & finance for most of my life, I made a career change and got into Tasmanian Tourism. At 58, I was lucky enough to get a position with the T T Line, and I worked as a Tourism Consultant on *Spirit of Tasmania I* for 4 years, 2 weeks on 2 weeks off: another interesting experience.

I enjoy going out in my sister Endra's abalone boat. We have had some great trips down the Channel and to Bruny Island. I love to Kayak and I hold a motorboat licence. Now I am experiencing with John some motor sailing on *Wanderer III*. This is different again: very relaxing and enjoyable. I look forward to meeting you all, and sailing with the CYCT.

Jill and Gary Butterfield – *Maybe*

Jill grew up in Tasmania, and has many happy memories of the annual family holidays at St Helens and Binalong Bay. Almost every day of the holidays, their Purdon dinghy with her faithful Seagull outboard, managed to bring home great catches of fish and crays. I come from Camperdown in the Western Districts of Victoria. We now reside on the coast of Waratah Bay in South Gippsland in Victoria. Aviation was my passion, which ultimately took me to every continent in the world except Antarctica over a 45-year career.

Prior to the purchase of *Maybe*, our boating experience was limited to local fishing in sheltered water in our 3 metre tinny. Whilst I was living in Thailand, I participated with and all Aviation crew in 2 or 3 Kings Cup Regattas: great fun, but not serious sailing.

*Maybe* is a wooden boat, carvel planked, built in St Helens, by Tommy Tucker at his Priory Road property. She is made from Tasmanian blue gum, brown top stringy bark and celery top pine. Original design plans were prepared in 1967 by Jack Meyers “The Dutchman” for a fast, economical, lightweight, low draught vessel suitable for crossing the St Helens Bar at the entrance to Georges Bay and handling the sea conditions around Tasmania. Powered by a 6354M Perkins Diesel she was able to cruise at 12 knots. Tommy planned to establish and develop a game fishing business out of St Helens. She was launched in 1967/68 and operated there until 1977. The story goes that *Maybe* got her name because Tommy laid her Keel 4 times before he was able to complete her construction. On each previous occasion someone else commissioned Tommy to build them a boat and when asked if he will ever get around to building his own he replied “*Maybe*”.

We purchased M.V. *Maybe* on 1st December 2005, and keep her at Kings Pier Marina in Hobart. A steep learning curve and a coxswain course helped diminish the embarrassing and ego-shattering experiences of leaving and returning to our berth at the Marina. We are still learning, and although now manage to work and communicate as a team (on most occasions!). We are only too aware that every time is different, and you never know what’s around the corner.

Since becoming Members of the CYCT we have shared two “in company” cruise: Nubeena Regatta, under the guidance of Andrew Boon, and the East Coast Cruise under the guidance of Paul Kerrison. We thoroughly enjoyed both trips and were made to feel very welcome by all members along the way. Now that we have retired we look forward to spending more time during the coming summer and autumn seasons on *Maybe* and participating in more of the CYCT activities.



Maybe at Aikens Bay, Simpsons Point (image Gary Butterfield)

### CYCT MOORINGS

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

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

**Mooring guidelines::** [https://secure.cyct.org.au/mooring\\_guidelines.php](https://secure.cyct.org.au/mooring_guidelines.php)

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

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#))

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## General Meeting held at Derwent Sailing Squadron on 02 May 2017

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### Opening

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

### Attendance and apologies

Seventy three members registered their attendance and sixteen guests. A total of eighty nine attendees with eleven apologies recorded on the attendance sheet.

### Minutes of the last General Meeting (4 April 2017)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Catrina Boon, seconded by Phil Bragg.

### Business Arising from those Minutes

There was none.

### Introduction of new members and presentation of burgees

Eight new members accepted this month. Five were present to introduce themselves.

Jeff & Michele Caldwell, *Wanderer*

Greg Maddox, *Zebedee*

Wendy & Ian Fletcher, *Xantia*

### Rear Commodore's Report – Catrina Boon

Report in *Albatross*: but specific items mentioned as follows:

- Catrina is retiring her position this AGM and requests member suggestions to fill this position.
- Next meeting speakers – John Sansom of the Rock Lobster Association.
- June Long Weekend is being coordinated by Mike Ponsonby. 1st night: Kermandie and dinner at the Kermandie Hotel with Brian Parkinson entertaining. 2nd Night: Franklin with entertainment at dinner. As yet, there is no theme to the dinner.
- Annual dinner – 9 September at the Woolstore with their amazing meal.

### Vice Commodore's Report – Sheenagh Neill

Report as published in the *Albatross*. Specific items highlighted:

- Forthcoming Cruises: As noted in CYCT calendar and Facebook.
  - WoB's cruise this coming weekend
  - 19 – 22 May Great Bay Cruise – coordinator Sheenagh. Leaving Hobart around 10 or 11am
- Dark Mofa: Constitutional Dock, weekend of 17 - 18 June. Kim Brewer is handling members' bookings through her e-mail
- Upside Down X-mas: July

### Treasurer's Report – Alex Papij

The Treasurer's Report is available for perusal after the meeting and has been posted on the website.

- No increase in Member Subscriptions this year
- New members' Application Fee will possibly be reviewed next year
- This month CYCT largest expense has been the purchasing of Burgees. As this was a big order, stores could possibly cover several years.

### Commodore's Report – Andrew Boon

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

- MAST has set a series of forum meetings to provide the boating community the opportunity to view their thoughts on the proposed submissions to 2017 MAST Recreational Boating Fund. Hobart forum – Wednesday 17 May at Bellerive Yacht Club
- Fish Farms:
  - East Coast Fish Farm will be discussed by the committee tomorrow at their meeting
  - CYCT will continue to have its' say on this issue
  - Marine litter will be identified as HAZARD. And as a reminder to members the Vice Commodore has emailed members a what-to-do list when seeing marine debris within the navigational area.
- Southport Lagoon: had soundings taken from a dingy by some members last week.

### Women on Boats

- Kim Brewer spoke of this coming weekend WoB's cruise – 5 boats and 20 women.
- Next WoB meeting will be on Lights and Shapes to prevent Collision.
- Kim reiterated booking requirements through her email for Dark Mofo and Annual Dinner Constitution Dock.

### Items from other officers/other business

- Forum: Bryan not present tonight. The Forums commence on Tuesday 23<sup>rd</sup> May @ 6pm–7:30. This forum will be a panel of experienced skippers chaired by Alan Gifford on Passage Planning.
- Membership Officer – Julie MacDonald:
  - Also needs a replacement at this years' AGM. She has been an officer for the past 5 years.
  - New members will receive an email soon to invite them to the 3 June New Members Dinner.
  - Reminder of where to collect and return name tags at General Meetings

- Quartermaster – Elizabeth Helm:
  - Burgee shipment has arrived
  - Cruising Southern Tasmania is in-store but at an increased cost - \$30
  - New GIN flag has arrived. It has a white background with a blue Albatross.
- Member Dorothy Darden has a painting exhibition at DSS. Some paintings are for sale.

**Next Meeting**

The next GM will be at DSS on Tuesday 6 June 2017 at 7:30 pm.

**Close**

The formal meeting closed at 7:30 pm.

**Guest Speakers**

Chris Wilkie and Margie Beasley (*Storm Bay of Hobart*) gave a very stimulating talk on their 2015-16 cruise– "Restless Wind, Cruising Patagonia, Cape Horn and the Falklands". Fascinating, beautiful and windy. Thank you for a great, inspiring talk.

**Close**

The meeting and guest speaker presentation concluded around 8:45pm.



An example of a hazard worth reporting, recently spotted floating in the Channel (image Colin Crowder)



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