

Albatross

Volume 43 No 9 October 2017



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore

Andrew Boon 0400 651 532 *Juliet*

Vice Commodore

Sheenagh Neill 0457 396 143 *Tahiti*

Rear Commodore

Lyn Peach 6229 4850 *Westwind of Kettering*

Treasurer

Shona Taylor 0403 249 529 *Easting Down*

Secretary

Vacant

Editor *Albatross*

Christian Narkowicz 0434 996 566 *Tahiti*

Committee

Phil Garlick 6239 9794 *Cleo*
Ottmar Helm 0407 664 399 *Intrepid*

Membership Officer

Richard Taylor 0407441254 *Easting Down*

Warden and Albatross mailing

Chris Creese 0400 520 588 *Neptune*

Webmaster

Tony Peach 0419 383875 *Westwind of Kettering*

Quartermaster

Elizabeth Helm 6229 3932 *Intrepid*

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer

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

Cover page: Tasman Island and Black Head with the Albatross flying proudly, taken from the stern of *Fleur de Lys* (Leigh and Christine Miller). Image courtesy of Leigh Miller.

Table of Contents

Table of Contents.....	1
CYCT CALENDAR.....	2
Editorial	3
Commodore’s Report.....	4
Vice Commodore’s Report	5
Rear Commodore’s Report	8
Membership Officer's Report.....	9
Introducing New Committee Members	10
The Ramadan of 2017 Phuket to Batam Island (par2).....	11
Almost Big Trouble in Shelter Cove.....	16
Cruise Of The Year & Cruising Plaques.....	20
Pictures from the Annual Dinner	21
Our New Boat – The Challenge of Change.....	24
Albert Ross Dispatches.....	26
News	27
New Members	30
APPLICATIONS FOR MEMBERSHIP	30
WELCOME TO NEW MEMBERS	30
Minutes of 42 nd Annual General Meeting on 05 September 2017	31
Minutes of General Meeting held at DSS on 05 September 2017	35

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. 30

	CYCT CALENDAR
<u>October</u>	
Tues 3 rd	Committee Meeting @ 6.30 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Ian Johnston – multiple topics related to Ian's extensive sailing experiences racing and cruising
Sat 7 th -8 th	Opening Day sailpast and overnight cruise (weather-dependent location) – coordinated by Richard Taylor
Tues 10 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: sail trim
Sun 15 th	Family day cruise and picnic at Richardson's Beach – coordinated by Vice Commodore Sheenagh Neill
Tues 17 th	Man overboard practical demonstration and Video @ 6.00. Venue: Derwent Sailing Squadron
Wed 25 th	Cruise: Circumnavigation of Bruny Island – coordinated by Vice Commodore Sheenagh Neill
<u>November</u>	
Tues 7 th	Committee Meeting @ 6.30 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Gretta Pecl from IMAS
Sat 10 th	New Members Cruise to Sykes Cove – coordinated by Membership Officer Richard Taylor and Vice Commodore Sheenagh Neill
Tues 14 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron.
Fri 17 th -21 st	Norfolk Bay and Denison Canal transit

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.

Editorial



The AGM has been and gone and I am still the editor of *Albatross*. It has been an enjoyable 12 months in the job and I have met a lot of CYCT members through this position. We have a few new faces on the committee and one of them has submitted a short introductory article to tell us (especially newish members like myself) a little about themselves. I did the same about 12 months ago. The following is a cut and paste from that article: "There will be another blue moon on 31 Jan 2018 and I hope that by then many of you will know me better and we will have another blue moon sail..." This blue moon will coincide with the end of the Tasman Peninsula circumnavigation. There will be another blue moon on March 31st. Hopefully we will be out with a few interested members doing the proposed Tasmania circumnavigation on that date. Two blue moons in two months! Hopefully many of you will be out sailing with us as the blue moon rises in January and/or March. No excuses, especially if you only go sailing once in a blue moon.

I thought that the October *Albatross* may be lacking cruising articles but have been proven wrong. We have the second instalment of the trials and tribulations of *Charon* in the Singapore Strait and another article from *Honey Bee* as she makes her way south down the Western Australian coast. Both articles describe things going a bit awry but also the authors' actions at dealing with adversity or avoiding adversity. Last year cruising with a novice sailor in Qld, she made the comment that we seemed to be going from one crisis to another. I had to point out that an adverse situation only becomes a crisis when you run out of options. I guess that is the nature of sailing – having options and knowing how to make use of them when things start going a bit pear shaped.

It was interesting being in the UK and seeing the differences between there and here. A major one is the tides and currents. Strangford Loch in Northern Ireland (the UK's largest loch) has such a strong current near its mouth at Portaferry (up to around 8 knots) that they have sited a tidal current power generator there. At Portsmouth when we were there to visit the submarine museum across the bay at Gosport, there was a ripping tide coming in to the harbour but, interestingly, the boats moored near the shore were facing the opposite way to the main current. This was a good illustration of an eddy current, quite strong, going the opposite way to the main tidal stream. Knowledgeable Hobart sailors, particularly in winter races when there is a strong flow of fresh water down the Derwent, exploit the same, but less intense, effect when tacking up river by sticking close to shore. On a larger scale the East Australian Current that flows southwards not too far offshore from the eastern Australian coast, also generates eddy currents that flow northwards. By staying closer to the coast when travelling north it is possible to pick up half a knot or knot of current assistance.

Christian

Commodore's Report



Our new Committee is in place and off to a flying start. There is a strong move to get the cruising programme back to prominence as our major activity and to reduce the load on the committee on peripheral issues.

The cruising programme for the year is in place and includes a good range of day, overnight and extended cruises. It is great to see many of our experienced members putting up their hands to coordinate a cruise. There is a couple of innovations as well, including a training trip through the Denison Canal (and back) and a General Meeting being held during a weekend cruise.

There are still significant activities going on in the background. Webmaster Tony Peach is carrying a lot of the load, with the finalisation of the North East Tasmania Cruising Guide as well as starting on the new-look web site.

Acting Secretary Judith de La Mare got the new committee started off but has now stood down. Thank you, Judith for your work and especially for staying on and we hope to see you and Bill on the water soon. In the meantime, we are looking for a permanent Secretary. If you would like to find out more about the position and are willing to join quite a dynamic new group, please contact me.

One thing that has been slow starting is the Environmental Group and I apologise for that. I will get back on track with it in the next month.

Congratulations to all skippers and crews who spent the night of the Annual Dinner in Constitution Dock. The entry and exit was well executed with a smart line of vessels and minimum opening time for the bridge. The bridge operator commented very favourably on our performance!

Finally, I can report that we have re-opened discussions with Parks and Wildlife in the hope that Deny King's old mooring at Melaleuca, which has been used by cruising boats for many years and is in a very poor state, can be repaired.

Andrew Boon

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Vice Commodore's Report



It's nice to be back on Committee again. It's great to work with a cohesive bunch of people with a shared love of cruising and getting out on the water at the top of their agenda. The new committee has some wonderful ideas to incorporate cruising and meetings so I hope members will join us for more on-water events.

Christian and I were lucky enough to escape the chill of our southern winter and instead share the most amazing time in Helsinki, Northern Ireland, England and Italy. I am really looking forward to getting out on the water and doing lots of cruising this summer. The theme this year is "The Summer of Circumnavigations". The cruising calendar is full of options and I'm really pleased to see 16 members volunteer to lead a cruise. We have 3 women leading cruises and also couples being recognized as cruise coordinators. The Club is introducing general meeting cruises in December (at the Quarantine Station) and February (at Somers Bay). Members who aren't able to attend by water will be able to attend by land.

We are also welcoming new members on a "New Members Cruise" this year. We are holding some training cruises, some short and very long cruises. So really there should be something for everyone to get out and join in. Early in the schedule I'm also coordinating a circumnavigation of Bruny Island so members can enjoy the beauty of this island and see all it has to offer in one cruise. We are again offering an Extended East Coast Cruise, several trips to Recherche, a trip to Port Davey and some of the regular cruises such as: Autumn New Norfolk Cruise, June long Weekend Huon Cruise and so on. In total we have 23 cruises from October until June 2018, ranging from day cruises to a 6 week cruise.

The sea is an amazing place but it is also a place that can go from calm to 4 m+ swells and over 40 knots of breeze in a short time. It's a place where lives can be put at risk and are lost. So it's important that you as the skipper of your boat and your crew have the necessary skills to deal with any situation that may arise.

To help you decide which cruise you are suited to I've rated each cruise from easy to challenging and this relates directly to the degree of experience and seamanship skills necessary for that cruise. So it's important you pick cruises at the level of your current capabilities. No one wins a prize for over-rating their skills and, worse, you could be putting yourself or others at risk. The sea is not to be reckoned with. So I encourage skippers who are new to cruising on overnight or longer cruises, or skippers with inexperienced crew, to participate in as many easy rated cruises as possible to develop skills and confidence.

As always, cruises and the final destination are weather-dependent and subject to changes. Members need to keep in mind that at all times the skipper is responsible for the safety of his or

her boat. It is expected that the skipper will communicate with the coordinator if they are delayed, separated or decide to withdraw from a cruise. Safety of your boat is at all times your responsibility. The coordinator is not expected to organise all aspects of a cruise. Its a congenial arrangement where they share their intended cruising destination with members, based on their knowledge and experience, sail in company there and then meet for social gatherings.

Cruise Ratings

Easy: mostly day sailing and anchorages in smooth or inshore coastal waters.

Moderate: some challenges and longer sailing days into coastal and open waters including transiting canals and strong tidal zones

Challenging: overnight sailing with potential need for formal watches, intimate knowledge of vessel by both skipper and their crew, ability to heave-to and knowledge of survival safety skills required.

To support members to increase their sailing skills we are offering a Norfolk Bay and Dunalley transit cruise before the Tasman Peninsula Cruise. In some of the other cruises we may have time to practise heaving-to. I would also be open to leading an overnight cruise with watches if enough members show an interest. The circumnavigation of Bruny Island and Tasman Peninsula require prior experience. The Tasman Peninsula requires members to have completed some offshore coastal sailing and to have transited the Dunalley canal at least once on their own.

As with any cruise, 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 Cruise coordinator is responsible for the safety of any boat or person, other than their own. 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.

All calls are initiated on Channel 16, then calling and called stations move to a working channel, leaving Channel 16 clear. In this way, Channel 16 is kept clear for Distress and Safety calls and for other stations to make arrangements to contact each other on a Working Channel (72, 73 or 77) to. Normally use 77 (convention only) if it's free.

The new committee and I encourage you to come cruising, pack your hamper and your chair and lets get out there!

Sheenagh

**Expression of interest in the
CYCT Circumnavigation of Tasmania Cruise
17 March - April 2018 (5+weeks)
NB Deadline for EOI is 30th October**

Expressions of interest are sought from experienced members of our club to accompany a small group of boats on a circumnavigation of Tasmania.

This is primarily a reconnaissance trip to explore new anchorages and places not necessarily visited on other circumnavigations, possibly for future club circumnavigations. The direction of the trip will be determined by the weather around the start date of 17 March 2018. Departure will be from Southport.

Spaces are limited and restricted to skippers and crew with extensive sea skills. Members should expect to be away for 5 weeks and commit to cruising in company for the duration of the trip.

Members considering expressing an interest in this cruise would have a seaworthy boat capable of an average speed of 6 knots in all conditions. The boat would need to be capable of carrying enough food fuel and water for extended sea legs and periods of isolation.

It is expected that both the skipper and their crew would have a high standard of sailing skills and experience on their boat. This would include but not be limited to:

- All crew capable of helming and operating their boat in all conditions along coastlines dotted with islands, reefs, shoals, bars, strong tidal currents in gales and rough seas. Including extreme weather forecasts and high swell situations.
- Extensive overnight and long distance experience which includes formal watch sailing
- Ability to navigate at night.

If this cruise interests you and your crew then email the Vice Commodore no later than the 30 October with your Name and Vessel name.

A meeting will be held late in 2017 for successful EOIs .

As with all CYCT cruises the skipper has the sole responsibility for his or her boat and the safety of all crew on board at all times.

Rear Commodore's Report



I joined the Cruising Yacht Club in 2010, but my boating experience commenced in the mid 1990s and has been confined to motor cruisers. Our current boat *Westwind* was purchased in 2008 and is our fourth boat. In that time I've had some wonderful cruising experiences including multiple trips to Port Davey and the East Coast of Tasmania. The most ambitious cruise undertaken was from beautiful Lord Howe Island to Port Stephens, New South Wales. I look forward to meeting up with lots of members on

this year's cruises.

The Annual Dinner was once again an outstanding success, with 70 attendees. The Woolstore continues to provide very good service and food and the location is perfect for those members who like to bring their boats into Constitution Dock. This year 6 Club boats came into the dock – *Easting Down*, *Gitana*, *Irish Mist*, *Merlyn*, *Rusalka*, and *Westwind*. A huge thank you to our Commodore, Andrew, for his assistance in organizing the bridge opening on Saturday and Sunday, the sequence of Dock entry and then helping everyone with their lines. Our guest speakers, Chris Wilkie and Margie Beasley (*Storm Bay of Hobart*), gave a very informative and interesting presentation on their sailing experiences in the Falkland Islands.

Our October General Meeting Guest Speaker will be Club member Ian Johnston who will speak about his days racing across oceans doing 300 mile day days solo or two-handed, with a particular focus on trying to learn and teach seamanship in difficult situations. He will also speak about the Australian Wooden Boat Festival, cruising in the Netherlands and about a book of mud maps that he has put together on the remote and stunningly beautiful Tasmanian South West.

I would like to conclude by thanking the outgoing Rear Commodore, Catrina Boon, for her enormous assistance to me as I take over this role. She has done an outstanding job for the last three years.

Lyn



Subscriptions have been due since the end of June. If you have a red sticker on your October issue of *Albatross*, it indicates that you have not yet renewed your subscription.

Membership Officer's Report



This is my first report after narrowly winning this coveted position. The election was a long and tenuous campaign with a close result at the end, in true democratic style the secret ballot results were never made public. I see my role as Membership Officer as encouraging new members and keeping existing members.

Our traditional New Members' dinner has always been a land-based function but this year as a first we have planned a New Members Cruise, scheduled for 11th November at The Whisky House on Bruny Island. This event will be a mid-afternoon get together and to share a platter and a natter for a couple of hours. We are encouraging all members to sail down and attend, new members as priority and old members as well so that we all can get to know each other in the boating and cruising environment that we all enjoy. This function will be listed in the Cruise Calendar and more information will follow as the time gets closer.

An exciting event that all members should try to attend is the combined yacht club opening sail past scheduled for 7th October. We as a club will be congregating just off the regatta ground in readiness for our line up and taking the salute from our Governor during the sail past. This year for the first time our club will be very obvious because we have procured a large "Cruising Yacht Club" banner and will be flying it on *Easting Down* who will be following directly behind our Commodore with all other club members following behind. The effect of course is designed to show the Governor and others that all boats behind *Easting Down* are club members: strength in numbers you might say. Our Commodore will provide more details and times nearer the day.

I also want to recognise the efforts of members during the year 2017/2018 for the introduction of new members. I have managed to procure a voucher for a nights accomodation at the Old Wool Store for the person who introduces the most new members. I am the judge and jury on the final result and am open to bribes and corruption on the winner who will be announced at the Annual Dinner 2018.

At the next meeting we will have two new membership inductions. We have one new membership application in the system now.

This is shaping up to be an exciting year with lots of great cruises with great variety. Please make the effort to "show the flag" and attend as many as you can.

Our motto: "Less work, more play".

Richard Taylor *Easting Down*

Introducing New Committee Members

Tony Peach - Webmaster



My philosophy is "A bad day fishing is better than a good day at the office". I joined the CYCT in 2012 and have since held the position of Vice Commodore, taking over from the very able Alan Gifford. Many of you will have cruised with me when I coordinated visits to Port Davey, Freycinet and Port Welshpool in Victoria, as well as multiple SE Tasmania shorter cruises. On behalf of the CYCT I have been project managing the production of the North-East Tasmania Cruising Guide, which is due for release during the last quarter of 2017. Although my experience with websites is near zero I have spent time learning programming methods, applying COBOL, ALGOL, Fortran, BASIC and MS DOS. I then enjoyed the ride with Windows OS, which provided me with more time for producing and less time fighting with programming. These skill sets should assist with the manipulation of the Club's website. I am confident that these disciplines, in conjunction with my background as a mechanical engineer who founded a company in Hobart that built large mining machinery, will enable me to apply the information contained within the current site to provide a tool with which members will want to engage. I ask for the support I need from the membership during this challenge



Tony in his element with a couple of striped trumpeter (image courtesy of Tony Peach)

The Ramadan of 2017 Phuket to Batam Island (part 2) Richard Phillips

You may remember, from last month, that Charon has just returned to Nongsa Point Marina for the crew to reprovision, rest and recover...



The best part of provisioning - fresh fruit

We also continued the debate with the Raymarine agent in Singapore as whether the “Error: Scanner not rotating” really meant that the scanner was not rotating. Several trips up the mizzen to rewire and mess about with the radome resulted in a replacement scanner being delivered across the Singapore Strait and we were on our way again.



Charon's typical motor-sailing set up

We spent ten days in the relative civilisation of Batam and pawed over old charts with local treasure hunter and adventurer Captain Warren Blake, cousin of the famous but late Sir Peter Blake. We did have a rough idea of where we could seek shelter about the islands of the Sea Gypsies (Orang Laut) before arriving up the muddy Sambas River in Kalimantan.



Passage planning with Captain Warren Blake

The trio of Aussie boats, *Charon*, *Bali Hai* and *Yantara*, decided to leave for Kalimantan on a Friday. There are probably good historical reasons not to commence a voyage on a Friday – but in our case, a slow moving storm from the Malacca Strait was good enough reason to delay departure. The winds blew, the rains came and the boat rocked at her berth.



The storm before the calm

I activated the new radar and monitored the passage of the storm to the south-east. “Never start a voyage on a Friday” kept echoing through my mind. As the others were determined to leave at 1300 we slipped our lines and departed to the east, through the Singapore Strait.

We anchored in a bay in the Island of Bintan and had a half-decent sleep in the roly swell before the night passage to the Tambalan Islands. It was good to be sailing with friends again and great to have the

security of other boats. We had sailed with *Bali Hai* and *Yantara* from Australia two years earlier and had become cruising friends.

The following morning, we enjoyed a cup of “Boh” Tea (from Malaysia’s Cameron Highlands), had breakfast, and agreed with the others to make an 0800 start. Marilyn winced a little and wriggled her jaw as she drank her tea. Her gum was tender and her jaw looked a little swollen. *Yantara* radioed to see if we were ready for an 0745 departure. I acknowledged but didn’t commit. Further questioning revealed that Marilyn had been experiencing very mild gum pain and sensations in her lower jaw for a day. The gum was tender behind her back molar. It was a big back tooth with four deep roots that hadn’t given trouble for over 20 years.

“*Charon* – are you ready to up anchor?”

We discussed the likelihood of a dental abscess and the consequence of a dental emergency and infection, up a brown muddy river in West Kalimantan, and we made the Captain’s call that we would return to Nongsa Point where we had access to excellent medical care. Marilyn started antibiotics immediately. With a heavy heart we advised the two departing yachts of our decision and waved goodbye. We were a few days ahead of schedule and had the possibility of a quick turnaround. We relaxed, finished our cup of tea and checked the engine for departure: oil, coolant and fan belt. All good! The 45-year-old engine had never failed in thousands of hours of motoring, thousands of sea miles and to the best of our knowledge, never failed the ten previous owners.

CLUNK! CLUNK!

Locked solid. Not even a whirr. Not even the sound of a starter motor struggling with a flat battery. A heavy metallic and agonising clunk. We advised the departing boats, now passing the northeast tip of Batam and said we were OK and could fix it. We had called Nongsa Point and told them we were returning for dental reasons. Prakash, the manager, was OK with this and we could re-enter our old berth that we left the day before. But this was different. We couldn’t move even if we wanted to. We had chosen a windless day to motor across the Karimata Strait. By 1000 we had three knots of SW wind. I pulled out the salt-water pump to see if the timing gears were stripped, all good! I pulled out the starter motor to check if it worked, all good!

Nongsa Point Marina is busy on Saturdays as expensive “White Boats” from Singapore arrive for the weekend. We called the marina to arrange a tow, but Hari Raya (the end of Ramadan) was in full swing with a weekend of family celebration and festivities. There was nobody free and no local boats available for a tow. The decision to sail back with a heavy boat in light airs was helped by checking the currents in the Singapore Strait. We had a westward-setting current in the north of the Strait for the next ten hours. At least we could drift or maybe better if we picked up some wind crossing the Riung Strait.



Our track back to Nongsa under sail

We raised anchor at 1030 and, with full sail, ghosted out of the anchorage. There was the likelihood of shipping from the Riung Strait and our lack of manoeuvrability. We cleared the rocks at the edge of the bay, picked up a knot and eventually managed three knots across the top of Batam Island. As we crossed the Riung Strait (the passage that enters the main Singapore shipping lane) the wind picked up to eight knots and boat speed hit six knots. We gave way to several tankers, a tug pulling a barge and several ferries.



One of several small tankers encountered in the Riung Strait

We had no close quarters situations. We averaged less than three knots, but *Charon*, full of diesel, water and provisions sailed on a close reach till we were abeam of Nongsa Point Marina at 1630. We had done sixteen miles in six hours. A lad in a dilapidated runabout came out to meet us and tied our towline to his port-aft cleat. Needless to say, it resulted in some unpredictable movement. The starboard cleat was hanging by a thread of fibreglass and the engine stopped whenever the operator eased the throttle. We were impressed with his capacity to manoeuvre the tow craft and it was evident that he had substantial practice with his engine at 45-degrees starboard helm. We entered our berth at 1700, gently assisted and secured by line handlers, just in time for sundowners. We shouted beers for Prakash, the marina manager, and

our neighbours Jim and Katie who were pleased to see us back. Indonesia closed down for Hari Raya and we couldn't find a dentist for a week. Marilyn had her tooth surgically removed a week later. It had a big abscess and would have resulted in severe infection if left untreated.

I stripped down the engine and discovered number four cylinder full of salt water. The exhaust manifold and exhaust hose was full of salt water. The water was expelled after removing the injectors, the cylinders soaked with WD40 and the piston height measured to exclude a bent connecting rod. The engine started first time. I still have no idea how the salt water got into the cylinder.



Marilyn visits the supermarket while I pose with the Indonesian Police in the Batam shopping mall. They let me play with their M4 Carbines.

What started as a short trip to Penang to get four dental implants and a Thai Visa ended unpredictably in Indonesia. We will not get to Kalimantan this year and we did not get to the Anambas Islands. We have transited the Singapore Strait, one way or another, five times, including once under sail. We met doctors, dentists, mechanics, nurses, fellow sailors, fruit vendors, chicken pluckers, cooks, waiters, Grab drivers, bus drivers, ophthalmologists, opticians (twice!), boat boys, and Singapore millionaires who happily delivered our warranty radar back and forth across the Singapore Strait. We have been cruising.

Marilyn will go back to Australia in September to see her family. I will go to work. On her return we will resume our passage back to Thailand for the NE monsoon, return to Tioman and visit the Anambas Islands and West Kalimantan in 2018. Well, that's the plan!

Richard Phillips

Almost Big Trouble in Shelter Cove**Peter and Chris McHugh**

The coast of WA is long, but sailing south is easy until you reach NW Cape. We had been warned, but it still came as a shock when we rounded the Cape and hit the first of the rough southerlies that dominate that section of the coast. We forced our way south from Exmouth to Shark Bay, finally dropping anchor in Turtle Bay at the northern end of Dirk Hartog Island. We were anchored within sight of Australia's western-most lighthouse on Cape Inscription (where Hartog left his inscribed plate) and we were directly inshore of the final resting places of *HMAS Sydney II* and the *Kormoran*.

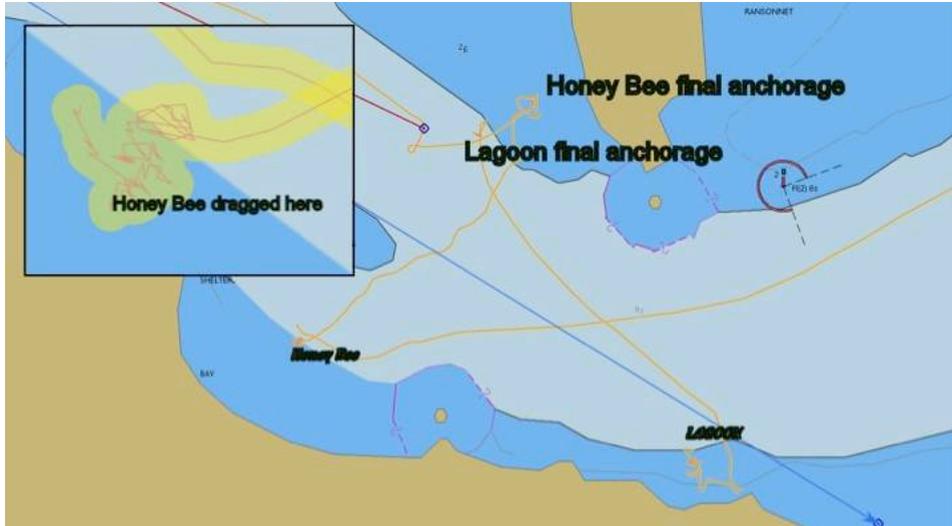


Whale in Shark Bay with a foreboding sky (This and all other images courtesy of Chris and Peter McHugh)

The next morning we had a pleasant trip down the east coast of Dirk Hartog. For the first time since leaving Darwin, clouds were gathering and there were thunderstorms nearby. A few showers helped to wash some of the salt and red dust off our deck. At the southern end of the Island we sailed into the narrow, shallow Blind Channel, which leads back to the sea. There are shallow bars at both ends of this 15 mile channel and the seaward end can be quite nasty in a big swell. Towards the end of the channel, we anchored in Shelter Bay in company with *Seashell*, an S&S 34, that we met in the Kimberleys and also a Fontaine Pajot 40 catamaran. There were about 5 metres of water, with a sandy beach, popular with 4 wheel drive campers, inshore from us. The water was clear, but the FSC Guide said that the bottom was shallow sand over rock. The weather was damp, but the wind was no more than a brisk westerly and we were very comfortable. We started to prepare dinner. On dusk, we noted that a 60 foot Lagoon, last seen at Mauds Landing, had anchored in Gerritsen Bay, half a mile to the east. Just after sunset, the

wind changed to the NE and increased dramatically. We were just about to serve dinner, but we were now on a lee shore. Our bow was pitching violently up and down and it was pitch black outside. There was a full Moon, but it was hidden by the clouds and the only lights were the other boats. At least all were running AIS, which gave us a clear picture of where everyone was.

Dinner was put on hold while we considered what to do, then the decision was made for us. The chaffing gear on our anchor snubber moved in the violent motion and the snubber quickly chaffed through, leaving the anchor load on the winch. The chain intermittently dragged out of the locker and the shock loads were enough to reduce our holding ability. We were moving slowly downwind towards the beach. The engine started instantly and Chris started us moving while I worked on retrieving the anchor. The wind was now gusting to 50 knots and the fore-deck was pitching under water at times. The winch slowly dragged in the anchor chain, though the 100 amp breaker switch tripped out repeatedly and had to be reset each time. Chris worked the engine and wheel to hold us head-to-wind and stop us dragging backwards, all in total darkness and howling wind. The anchor chain was visible as a phosphorescent steel bar straight out from the bow. At this point, we were very glad we had ditched our appallingly unreliable Muir Storm anchor winch. It had twice let us down in awkward situations and a failure here could easily have cost us the boat. The Lofrans that had replaced it at the beginning of this year performed flawlessly.



The tracks of *Honey Bee* and the *Lagoon* with, inset, more detail of *Honey Bee*'s movements

With about 2.5 metres under the keel and a sea that was running way over a metre high, very short and breaking, the anchor finally came up and we were able to motor a mile across the channel into the shelter of Cape Ransonnet on Dirk Hartog Island and anchor again. When we

re-engined Honey Bee in 2011, we fitted a new 20 inch Maxprop (thanks to Kim Brewer!). This was a time when it really earned its keep, pushing into that wind and sea.

While we were doing this, we could see the lights and AIS signals of other boats. We saw the Lagoon initially drag, then appear to move out of the anchorage before suddenly drifting sideways onto the shore. In the strong winds and with the considerable windage of a large cat, they were unable to steer. Their anchor bridle had snapped and they also had experienced difficulties with a winch breaker cutting out repeatedly under the load as they worked to recover their anchor.



The chafed snubber

While we were retrieving the anchor, the FP40 dragged behind us up onto the beach, calling a mayday, which was answered by the Steep Point Park Ranger. They were well out of our reach in shallow water and were driven up onto the sand. They were able to get off the boat, but it was well and truly beached. The Ranger gave them accommodation for the night.

The S&S34 stayed at anchor. She was crewed by a solo sailor. Dave is a fisherman on this west coast and had planned well for the evening. While the weather event was not forecast, Dave had been suspicious of the thunderstorms and had anchored on a rising bit of the bottom which he expected would provide good holding if the weather turned northerly. It was impossible for one person to recover an anchor with no-one else handling the boat in that situation, but he added extra snubbers and his anchor gear held.



The Lagoon cat with VMR rescue boat, off the rocks but with rudder damage and leaks

The Lagoon, with 3 people on board managed to regain control and get off the rocks. They anchored beside us, leaking and with damaged rudders. Fortunately the weather event was very temporary and 2 hours after it started, it was all over. Things were quiet the next morning and a group of campers and the ranger helped push the Fontaine Pajot back into the water. It had survived its beaching with little or no damage. The local VMR turned up with some equipment to help out the Lagoon. They were able to get under way, despite leaks and damage and we both headed south with a good forecast so they could get back to Fremantle for repairs. We are looking forward to meeting the skipper in Fremantle and talking out what happened over a few beers.

There are undoubtedly lessons to be learned from the incident. The speed with which the snubber chaffed through was stunning. The shock load on the anchor gear with the snubber gone was enough to break out the anchor (especially as the sand was shallow). I didn't consider it at the time, but a better option to pulling in the chain may have been to let it all go. We had a good GPS position for it and the water was clear, so getting it back later would have been feasible. I had a float available ready to attach if there was the opportunity. We may have lost less ground that way than we did while dragging in the chain and anchor. Of course, you are then faced with rigging new anchor gear in the dark in a savage blow.

Running out to sea wasn't an option because of the outer bar. We were fortunate that there was shelter a short distance away.

If your anchor winch has a breaker switch, can you reset it by feel in the dark? It is never going to trip out on a bright, clear, calm sunny day!

Communication between the two of us was extremely difficult. It was very dark, so pointing didn't work and the noise of wind and waves made yelling difficult. Using a torch would only destroy what little night vision we had.

While the FP40 called mayday, we had no capacity to respond. They had anchored shallow and were inaccessible to us even before this started. The radio conversation with the ranger indicated that, while the boat was grounded, no lives were at risk and things were as under control as they were going to get.

Of all of us, Dave had prepared best for the unexpected, but still found the whole thing very scary. All is well that ends well. All four boats came through it and no one was hurt. We even got to finish our dinner eventually.

Peter and Chris McHugh, *Honey Bee*

Cruise Of The Year & Cruising Plaques

CRUISE OF THE YEAR 2017: To be presented at the February General Meeting

Richard Phillips (*Charon*). *Charon* sailed and motored from Phuket, in Thailand to Nongsa Point in Indonesia. 2017

CRUISING PLAQUES 2017: Presented at the Annual Dinner 9th September.

Bryan Walpole (*Merlyn*) Cruise to Geelong for Wooden Boat Show, Feb-Mar 2016.

Alex Papij & Jackie Zanetti (*Rusalka*) Tasmanian Circumnavigation, Dec-Jan 2017.

Lew Garnham (*Minerva*). Flinders' and beyond. (sailed across Tas/Vic border), Mar 2017.

Ian Johnston (*Julienne*). Tasmanian Circumnavigation, Feb. 2017.

Fundraising for Tasman Island

Many CYCT members will be aware of the work that the Wildcare – Friends of Tasman Island (FoTI) have been doing on Tasman Island, working with Parks to arrest the decay and try and restore some of the buildings to a habitable standard. All of the work has been done in accordance with a programme agreed with Parks and most of it has been funded through the efforts of FoTI. In the past the Lighthouse Calendar has been a significant fundraising effort, but the 2017 Calendar was the last one to be produced.

This year, FoTI has taken on a project to restore the front verandah on keepers quarters Number 2 (the middle house) using crowd funding. This is a new approach, not only for FoTI but for any WildCare group. FoTI has set up a project on the Pozible site. Have a look at: <https://pozible.com/project/tasman-islands-lighthouse-heritage> and watch the video, then buy a lighthouse tea towel or six; they will make excellent Christmas gifts, in place of the Lighthouse Calendar.

But be quick: the last day to donate/purchase a reward is October 6!

Pictures from the Annual Dinner

Lyn has described the annual dinner in her Rear Commodore's report. Here are some images from the day and night and the next day.



Part of the fleet lining up to enter Constitution Dock: *Merlyn*, *Gitana*, and *Irish Mist* (image Andrew Boon)



Sitting pretty in the Dock (image Andrew Boon)



Pre-dinner drinks aboard a vessel rumoured to be changing its name to *Single Malt* (image Tony Peach)



Presenters Chris Wilkie and Margie Beasley (image Andrew Boon)



Dessert and coffee (image Andrew Boon)



Manouevring to be first out the Dock (image Tony Peach)



Safely out of the Dock (image Andrew Boon)

Our New Boat – The Challenge of Change

Mark Stephenson

We knew our 31 foot yacht *Spindrift* inside out, having refurbished, repaired and replaced so many of her parts over nearly 30 years of (mostly) really good times aboard. However ageing is catching up on us, and we felt the need to move on to a more comfortable cruiser. I decided not to buy a new boat until we had sold the yacht, as it is so easy to neglect the old boat when there is so much excitement around the new boat. As skipper I was after a larger twin-engine displacement cruiser with internal helm, and standing headroom. As crew, Russell was after an anchor windlass, a galley with bench space, easy access around the decks and fewer steps up and down. And Callum, our 4 legged friend, needed protected decks for him to charge around chasing seals and dolphins, and a comfortable settee to stretch out on.

We started our search with a Honeymoon 33 in Kettering, but she had only one engine, no side decks and not really enough room for more than 2 people onboard for any length of time. Next we went looking for a Grand Banks 36, and as part of a road trip to Queensland we stopped at Lakes Entrance on our return and checked out a GB 42 with twin engines, spacious side decks, a huge covered cockpit, only 1 cabin, and needing work. Back to Tassie and then an unexpected and a whirlwind sale of the yacht, and an immediate phone call to the Lakes Entrance broker, to find the GB 42 had sold just the day before!! Chatting to my brother later, he said he'd looked up the boat and found it was still on the market. But, on checking, he was looking at a very different boat, much bigger and much more spacious: a Sea Ranger 48, satisfying our every need! Two Ford Lehman 130 hp diesels, two cabins, two bathrooms, large saloon, headroom, large galley, internal helm with great all round vision, enclosed fly bridge, generator, desalinator, dinghy davits, superb puppy-proof decks and with a history of cruising north Australia, twice to the Kimberley and once to the Solomon Islands. All was presenting in pretty good condition. We returned to Lakes Entrance for an inspection and a sea trial and were able to negotiate the purchase. Then of course we had to pay for it, and it takes time for filling in and exchanging of paperwork, and then waiting for funds to clear, but after 2 weeks we had ourselves a new boat.

The vendor was a private seller, and I engaged a broker to help with the negotiations and the paperwork. I am really pleased I did this, and appreciated his input enormously. After another few weeks we were on the *Spirit of Tasmania* again heading north, with the car absolutely loaded to the gunwhales with all our gear. By now we are getting to know the road route east from Melbourne and how flat the countryside is. The sale was 'as is where is' and we hadn't realised the vendor would take it literally. He had lived onboard for about 10 years, but due to poor health had lived ashore and hardly used the boat for 2 years. He did take his toothbrush, but so much 'stuff' was left behind. Every drawer, cupboard and storage area had bits and pieces collected over 12 years by the vendor, and 18 years by previous owners. After 3 days emptying and cleaning we were finally able to unpack the car and load our gear onboard. I estimate there were 8 full wheelie bin loads of 'stuff' plus 5 monster bags full of old bedding, clothes, towels and blankets which went off to the Op Shop.



Crown Venture our new boat (image Mark Stephenson)

We were able to take her out on the Lakes for a few days and I found operating a motor cruiser for the first time was a real buzz. At 20 tonnes she is very stable, and having so much power, and so much control, made maneuvering so easy. Of course there are stories to tell of our adventures in those few days, and I'll save them for when we get together. Now, nearly the end of August, we are back home, the boat is on the hard being antifouled and anoded, before final checks for the delivery trip to Hobart, hopefully in early September. Due to my lack of experience with this type of boat, I engaged the surveyor to do the delivery for me. I thought of keeping her at the Lakes, heading over a few times to get used to her and exploring the Gippsland waterways, and then cruising south in the more settled months of autumn, but the costs for us each time to travel on the Spirit and the prospect of tens of thousands of tourists in the area over summer really put me off. The Lakes is an amazing waterway, hundreds of miles of connected lakes and rivers. They reminded us of cruising around Darwin: very flat landscape, hardly a hill in view, certainly not easy to work out where you have to go, and so very shallow. South East Tasmania wins out all the time. So when you see a Sea Ranger 48 called *Crown Venture* arriving in your quiet anchorage with two noisy diesels and a generator on the go with big flood lights and noisy sound system and a Westie barking madly, you will know that she is Mark, Russell and Callum's new boat !

P.S. just kidding – we really love a quiet anchorage and will try very hard to keep it that way!!!!

Mark Stephenson

Albert Ross Dispatches

Albert was flying over the Southampton Boat Show last month where he noticed a different-looking dinghy being off-loaded from a yacht. It appeared to be broken in two and yet it was floating happily with a person standing inside one of the halves. After a few moments, the person was motoring away in an intact dinghy. Further investigation revealed it to be a new design, made in Tasmania from fibreglass. It turns out that the inventor is club member, Leigh Miller. The dinghy has several advantages: because the two halves are nesting it takes up half the space of a regular dinghy when stowed on deck; the weight reduction due to being able to handle one half of the dinghy at a time means each half can easily be hoisted into the water; the small dimensions of each half also aid manual handling; compared with other nesting designs each half floats independently with no bolt holes to allow water ingress; the two halves can be rapidly joined in a tool-free process making a tender that can be rowed or fitted with a motor; the dinghy can easily be disassembled in the water making hoisting aboard as easy as launching. Being fibreglass in construction, the dinghy is resistant to the potentially damaging effects of oysters, coral and crocodile teeth. The dinghy will have a long service life compared with inflatables. Apparently an aluminium model is also on the cards. Further investigation found a website where two spritely lads, Leigh Miller and Geoff Tomlin, wearing their properly crutch-strapped lifejackets, can be seen lifting and stowing the Stowaway dinghy in the video on their web page at www.stowawaydinghies.com.au. Apparently Club members are eligible for a generous discount on the regular retail price should they opt to purchase one of these dinghies. Albert looks forward to watching this dinghy in action when *Fleur de Lys* joins its next Club cruise.



The Stowaway dinghy in action (images courtesy of Leigh Miller)

Payments to CYCT

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

News

Fish farming expansion plans

There have been significant developments regarding the development of plans for the further expansion of finfish farming activity in Tasmanian waters. There is a document available online, "Draft Sustainable Industry Growth Plan for the Salmon Industry", that outlines these plans. Comments on this document can be made until the close of business on 29th September. The plan provides a map that details the zoning of coastal areas in relation to current and future fish farming. Of most interest to Club members may be the proposed zones around the south of the state. There are "Current Under Exploration" zones that include Storm Bay from Cape Queen Elizabeth to south of Tumbledown Point, the eastern coast of Bruny Island from Cape Connella to Boreel Head and the eastern shore of Port Arthur. This could mean that all of Port Arthur becomes a fish farming waterway. Zoned as "Potential for Further Release" includes the rest of Storm Bay and from Boreel Head to South East Cape, excluding around the Actaeons but including Cloudy Bay. The figure below shows some of these zoned areas of interest.



Key to figure: olive=existing farming area, red=no fish farms, light green=current under exploration, dk green=potential for further release

One community-based group that has expressed some concerns about the expansion, particularly into Storm Bay, is the Friends of North Bruny (FoNB), a group that includes at least two Club members. Members of this group were concerned by the lack of meaningful engagement with local stakeholders undertaken during this planning process. They have held discussions with a wide range of organisations and individuals and found a high degree of concern around the impact of fish farming on waterways. They are working with Marine Protection Tasmania to ask that they facilitate communication between community groups to develop a bioregional plan for sustainability in both the d'Entrecasteaux Channel and Storm Bay. They have even called for a "...moratorium on aquaculture expansion in Storm Bay until an independent enquiry develops a sustainable Storm Bay and d'Entrecasteaux Aquaculture Area Development Plan in consultation with and approved by all relevant stakeholders including community".

Increased fish farming will pose challenges to all users of waterways, be it fixed navigational hazards, increased marine traffic, fish pens under tow, marine debris or loss of amenity such as access to fishing and diving spots, noise, possible habitat changes. If you wish to express an opinion, the time to do so is before the close of business on 29th September.

CYCT CRUISE CALENDAR 2017-18

CYCT Cruises and the final destination are weather dependent and subject to changes. At all times the skipper is responsible for the safety of his or her boat. Communication with the coordinator if you withdraw is essential

Easy= mostly day sailing and anchorages in smooth or inshore coastal waters		Moderate= some challenges and longer sailing days into coastal and open waters including transiting canals and strong tidal zones	Challenging= overnight sailing with potential need for shift sailing intimate knowledge of vessel by both skipper and their crew. Ability to heave to and knowledge of survival safety skills required	
Date	Cruise	Difficulty rating	Cruise Leader	
October	7 - 8	Combined Opening Day and potential overnight cruise	Easy	Richard Taylor
	15	Richardsons Beach Family Day	Easy	Sheenagh Neill
	25 - 31	Circumnavigation of Bruny Island	Moderate	Sheenagh Neill
November	11 -12	Members and New Members welcome cruise to Sykes Cove and House of Whisky Tasting	Easy	Sheenagh Neill
	17 -21	Norfolk Bay and Dunalley Transit cruise	Moderate	Sheenagh Neill and Andrew Boon
December	2 - 3	Join Sally and John Tisdell on a Little Fancy Cruise	Easy	John and Sally Tisdell
	9 - 10	Christmas Cruise and General meeting to Quarantine Station, Barnes Bay	Easy	Sheenagh Neill and Lyn Peach
	28 - 2 Jan	New Years Eve South Bruny Cruise with Wendy and Ian Fletcher	Easy	Ian Fletcher and Wendy Fletcher
2018				
January	Continuing -2	New Years Eve South Bruny Cruise with Wendy and Ian Fletcher	Easy	Ian Fletcher and Wendy Fletcher
	13 - 14	Weekend Cruise to the Quarries	Easy	Phil Garlick and Julie Garlick
	26-28	Join in the festival fun at Nubeena regatta on the 37 January	Moderate	Andrew Boon
	26 - 5 Feb	Tasman Peninsula Circumnavigation start off at the regatta and finish at the February General meeting in Norfolk Bay	Moderate	Sheenagh Neill

February	4 - 5	Norfolk Bay Cruise and February General Meeting on Sunday at Somers Bay	Easy	Lyn and Tony Peach
	20 Feb- 12 March	Extended East Coast Cruise Recherche, Adventure Bay, Port Arthur, Maria Island, Schouten Island, Coles Bay, and returning via the Narrows and Norfolk Bay.	Moderate	John Bridgland
March	continuing cruise to 12 March	East Coast Cruise continues	Moderate	John Bridgland
	3 - 4	Norfolk Bay Cruise	Easy	Val Boyd
	11-29	Port Davey Cruise	Challenging	David Jones
	30 - 4 April	Easter East Coast Cruise Maria Schouten Passage and Wine Glass Bay	Moderate	Lew Garnham
	17 - 21 April	Circumnavigation of Tasmania join 4 leaders on a friendly circumnavigation of Tasmania	Challenging EOJ close end of October	Sheenagh Neill. Ian Johnson and Paul Strong
April	Cruise continuing until 21 April	Circumnavigation of Tasmania	Challenging EOJ close end of October	Sheenagh Neill. Ian Johnson and Paul Strong
	7 - 8	Autumn Festival cruise to New Norfolk	Easy	Bryan Walpole and Liz Little
	14 - 17	Recherche Bay cruise	Easy	Wendy Le Cornu
May	19 - 22	Clean up Australia Day Cruise	Easy	Sheenagh Neill
June	9 - 11	June Long Weekend Kermadie Cruise	Easy	Mike Ponsonby
	23 - 24	Dark Mofo Cruise	Easy	Kim Brewer or Sheenagh Neill

As with any cruise 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 Cruise 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 informed of their location, destination and plans during the course of any cruise.

All calls are initiated on Channel 16, then calling and called stations move to a Working Channel, leaving Channel 16 clear. In this way, Channel 16 is kept clear for Distress and Safety calls and for other stations to make arrangements to contact each other on a Working Channel (72, 73 or 77) to. Normally use 77 (convention only) if it's free.

New Members

APPLICATIONS FOR MEMBERSHIP***Vivante***

Philip and Tracey Bedford

This nomination 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.

WELCOME TO NEW MEMBERS***Tarooki***

Clive Calver

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.

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](#))

**Minutes of 42nd Annual General Meeting of the Cruising Yacht Club of Tasmania Inc., held on 5 Sep 2016 at the Derwent Sailing Squadron.
As ratified by the committee.**

Opening

Commodore Andrew Boon opened the meeting at 7:35 pm.

Attendance and apologies

Fifty-one members registered their attendance. Twenty-two apologies were recorded on the attendance sheet.

Minutes of the 41st AGM

The minutes of the previous 41st AGM were published in the September 2017 *Albatross*. They were ratified at the October 2017 General Meeting and Accepted by the September 2017 AGM members present: Proposed by: Ottmar Helm and Seconded by: Ian Barwick.

Business arising from those minutes (if any)

There was none.

Treasurer's Report and Auditor's Report

The Treasurer spoke to his report. Several copies were made available at the meeting and the report has been placed on the website.

Key points made by Alex included the following:

- The 2017 financial year (July 2016 -June 2017) finished with the Club in a sound financial position and with a healthy reserve, making the Club able to handle any changes affecting costs, in the new year.
- 2017 Income came from subscriptions, Maritime Market, advertising and sale of goods. Social activities are revenue neutral although a large initial outlay is seen. The *Albatross* hard copy publishing is the most expensive activity. It is very popular with the members and is valued highly.
- Technically, the Club's accounting is accrual, but subscriptions are different. The Club now has all subscription income for a given year arriving within a single year as compared to previous years. This will make yearly comparisons easier. Further improvements in reporting will become apparent next year.
- Surplus for this year is primarily due to one mooring being unable to be serviced by year end, and payment to DSS for meeting facilities was not invoiced in time.
- Possible cost pressures are considered so that they do not come as a surprise. It should not be taken for granted that we will continue to have access to venue

accommodation at little or no cost. DSS has been generous in providing a venue for General Meetings etc. It is prudent that we should maintain our finances in such a way as to be able to pay for venue hire in case that is required.

- The Club has positioned itself to meet its financial responsibilities into the future.

The Independent Auditor's Report is included in the Treasurer's Annual Report package. This Report confirmed that the special purpose Financial Report of the CYCT for the year ended 30 June 2017:

“presents fairly in accordance with applicable accounting standards and other mandatory professional reporting requirements in Australia the financial position of the Club as at 30 June 2017 and the results of its operations for the year then ended.”

The Financial and Audit reports were adopted on the motion of Alex Papij, seconded by Shona Taylor, carried.

Max Peck and Associates, current company auditors be reappointed for the 2017-2018 year. Moved Alex Papij, seconded Shona Taylor, carried.

Vice Commodore's Report as presented by Commodore Boon

The Vice Commodore resigned in May 2017 and the position was not filled. The Commodore stated that the program of cruises commenced by Sheenagh was very successful and well supported. The basis of a mentoring program was established and we look forward to its growth this year.

Commodore's Report

The Commodore's Report was published in the *Albatross* and is also available on the website.

Andrew added to his annual report with:

- The Club's new Environment Working Group of 5 + members to meet hopefully by October.
- CYCT's continued involvement in the ASC Assessment – Tassal – Tinderbox Lease. Fiona Preston represented the Club at the latest public meeting.
- The Club's involvement with Fish Farm navigation issues will continue.
- The member-member email list was removed last month and already there is much reduced email traffic.
- The introduction of Facebook, both private members only – Facebook Group, and the public Facebook Page, earlier in the year is going well. Tracey Taylor and Sheenagh Neill are the present administrators.
- In the past, 90% of Club Cruises were coordinated by the Vice Commodore, this year the Commodore expressed his thanks to the 12 Cruise Coordinators for their excellent support throughout the year. (a copy is attached).

Presentation of Awards – The Commodore will present Cruising Plaques at the Annual Dinner, and the Cruise of the Year will be presented at the February General Meeting.

- **Cruise of the Year:** Richard Phillips (*Charon*). *Charon* sailed and motored from Phuket, in Thailand to Nongsa Point in Indonesia 2017.

Richard has presented his first instalment of this cruise in the September *Albatross* issue and this will be followed with another instalment in the October *Albatross*.

- **Cruising Plaques:**
 - Bryan Walpole (*Merlyn*) cruise to Geelong for Wooden Boat Show, Feb-Mar 2016.
 - Alex Papij & Jackie Zanetti (*Rusalka*) Tasmanian circumnavigation, Dec-Jan 2017.
 - Lew Garnham (*Minerva*), Flinders' and Beyond. (Sailed across Tas/Vic border), March 2017.
 - Ian Johnston (*Julienne*). Tasmanian Circumnavigation, Feb 2017.

Election of Office bearers

The Commodore handed over proceedings to the Secretary for the election of officers.

The Secretary declared all positions vacant and advised of the nominations currently to hand as per the table below. She noted that no nomination has been received for Secretary.

Position	Name	Clarification
Commodore	Andrew Boon	Re-elected
Vice Commodore	Sheenagh Neill	
Rear Commodore	Lyn Peach	
Treasurer	Shona Taylor	
Secretary		No nomination
Editor	Christian Narkowicz	Re-elected
Membership Officer	Richard Taylor	
Webmaster	Tony Peach	
General Committee	Ottmar Helm & Phil Garlick	
Warden	Chris Creese	Re-elected

Further nominations were invited from the floor but none were forthcoming.

Accordingly, the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Secretary position in accordance with the requirements of the Constitution.

Any other business

- **Thank you to Dave Davey**

Alex Papij spoke with gratitude, about Dave Davey, ex-webmaster. Dave was not present at the meeting. Dave is a CYCT Life Member. His first Committee Position was

as Editor, and in 2005 he became the Club's official Webmaster. The data base he set up is a great asset to the Club. It is extensively used by the Treasurer and the Membership Officer and is the Club's storage for files. The proper Standardised data base allows for back-up every 24 hrs, making for excellent security. In 2016 Dave presented a plan to separate IT management from the web site management. Until now, this has not been instigated as a replacement webmaster had not been found.

Even though Dave retired as webmaster this year, he has continued to write reports and work on all the requests put forward by the Committee. Alex has thanked Dave Davey for his obliging and technical support.

- Chris Crease mentioned the recent Queenscliff and St. Leonards' Yacht Club (Victoria) enquiry about the CYCT data base.

The 2016-2017 cruise coordinators were acknowledged and thanked at the AGM

Sheenagh Neill	Polish Affair (Norfolk Bay)	Oct 2016
	Richardsons Beach	Nov 2016
	Clean-up-Australia Day (Great Bay)	Mar-April 2017
Tony Peach	Freycinet	Jan 2017
	Port Davey	Feb 2017
Andrew Boon	Tasman Regatta	Jan 2017
	Post AWBF (Franklin)	Feb 2017
Paul Kerrison	East Coast (Extended)	Feb-March 2017
Lew Garnham	Flinders Is and beyond	March 2017
Bryan Walpole	New Norfolk	April 2017
& Julie Macdonald		
Andrew, Lew Garnham	Easter Cruise	April 2017
& Tony Peach	(Donald Sutherland Cruise)	
Mike Ponsonby	Kermandie & Franklin	June 2017
Kim Brewer	Dark Mofo Con Dock	June 2017
Catrina Boon	Quarantine Station	July 2017
& Richard Taylor	(up-side-down x-mas)	

Close

The AGM closed at 8:10 pm and was followed by a supper and the Sept. General Meeting.

Minutes of General Meeting held at DSS on 05 September 2017

Opening

Commodore Boon declared the meeting open at 8:35 pm and welcomed those attending.

Attendance and apologies

Numbers according to the AGM register – 51 Attending and 22 Apologies. No guests.

Minutes of the last General Meeting (1 August 2017)

The Minutes were published in the *Albatross*. These minutes were confirmed and signed as a true record of the meeting pursuant to a motion by Erika Shankley & seconded by Richard Taylor

Business Arising from those Minutes

There was none.

New Member:

Presentations:

- Daren & Kris Schmidtke (Karm)

Daren and Kris are at present berthed at Kettering but are off shortly on a 2 year cruise up to Thursday Island and beyond.

Departing Rear Commodore's Report – Catrina Boon

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

- Reminder of Invitation to 83rd. Annual Mariners Service this Sunday. If a member is going and wants to join the flag procession, please collect one from me.
- We have 70 people attending the Annual dinner and the balance of payment will be made this Wednesday. Dinner at 6:30pm. 2 extra places can be made available.
- This will be my last Report and I would just like to thank everyone for being so supportive during my time as RC, especially to those who stood in for me when needed. It has been a busy but enjoyable time and I wish the incoming RC all the best for the next 3 years. I have endeavoured to make some processes a little easier to follow during my time as RC and I hope this will help.

Commodore Andrew Boon:

Report as published in the *Albatross* and presented at the AGM.

Some items of interest:

- Richard Catt has a Heavy Boat Mooring for hire, for the cost of the annual maintenance. Off Battery Point.

- Richard McMinn of Yachting Tasmania has communicated Tassal response on Fish Farm navigation lights. Andrew will send this out to members soon
- Alex Matysek – Friends of North Bruny Island: sent communication on Marine Farm Development at Storm Bay.
- Quatermaster – Elizabeth Helm has polar fleece beanies for sale.

Women on Boats – Jo Topp

Reported:

- The next Women on Boats session will be held at DSS next Tuesday 12 September at 5:30pm. The topic this month is: VHF radio with Andrew Boon.
- October meeting will be with Ginny Gerlach.

Items from other officers:

- *Forum: Bryan Walpole* – not present, but a reminder on the 17th October MOB at DSS 6pm on the dock. Andrew has encouraged everyone to come along.
- *NE Cruising Guide – Tony Peach*: Checking is underway and soon the Guide will go to Tasmaps for printing. It is expected to be released in October.
- *Alex Matysek* – Has suggested a Marine Farm moratorium for Storm Bay due to noise; volume from river traffic; conflict with other vessels and navigation safety of pens.
- Facebook – Sheenagh Neill
Great to see 20 people in the Facebook Forum tonight. Our closed Facebook group has 88 CYCT members in it and they have posted over 1400 photos of their sailing times.
There are 109 followers on our CYCT FB public page. The most popular view with over 592 views and 4 shares was Julie Marsaban Stirlings Government House arch. A big thanks to all contributors and to Tracey Taylor the other administrator of the CYCT Facebook presence

Next Meeting:

The next GM will be at DSS on Tuesday 3 October 2017 commencing at 7:30 pm.

Close

The formal meeting closed at 8:50 pm.

Boats Tasmania

Professional Marine Surveys

Bringing expert knowledge and passion to
pre-purchase and insurance surveys
for all types of boat

Denis Planchon
0423 852 125

www.boatstasmania.com.au





COMPETITIVE
BERTHING RATES

UP TO 50% LESS

www.princeofwalesbaymarina.com.au



0400 927 510

powmarina@gmail.com

20 Bender Drive, Derwent Park, Tasmania 7009



OYSTER COVE CHANDLERY

THE BEST STOCKED LITTLE CHANDLERY IN SOUTHERN TASSIE. COME AND SEE OUR BRIGHT NEW STORE, RANGE AND COMPETITIVE PRICES

CYCT MEMBERS 10% DISCOUNT ON MOST CHANDLERY

OYSTER COVE MARINA
PO Box 47
Kettering, Tasmania 7155

Telephone: (03) 6267 4300
Mobile: 0419 277 702
0418 441 766

Email: oystercovechandlery@bigpond.com



MMS
MOBILE MARINE SERVICES

- Specialising in all makes of Marine Diesels
- Repowers New Engines & Remanufactured Engines
- Generators, Marine Transmissions & Stern Drives
- 12 & 24 Volt Electrical • Refit Project Management

nannidiesel energy in blue

STEYRMOTORS
INNOVATION WITH LIGHTNESS

FPT IVECO
DIESEL ENGINES

0407 919 474

OYSTER COVE MARINA BOATYARD

Tasmania's premier private marina offers state-of-the-art boatyard facilities to the boating public. Our fully sealed, 26 site hardstand is serviced by a 50-tonne capacity Marine Travelift able to lift boats up to 6.1 metres beam and 18 metres in length. Very competitive lifting and hardstand pricing with discounted long-term winter rates. All marine trades on site.



Services include:

- Powerful 3 phase pressure wash
- On site Chandlery
- Boats supported in cradle and adjustable boat stands
- Fully qualified Travelift operators
- Innovative keel-pit for topsides work
- 15 and 20 metre undercover sheds
- Crane and forklift hire
- Mast and Engine lifts
- 24x7 self-serve fuel – ULP and Diesel
- Quality 24x7 amenities block
- Coin operated laundry



For bookings or
more information

62674418

7 Ferry Road

Kettering



STRAHAN HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

- 8 Acres of tall trees and meandering Platypus streams
- Very Central. Easy walk to Cruise Boats
- 19 Retreat Cottages from studio to 4 bedroom.
- 40 Retreat Cabins plus budget cabins
- On-Site Café , Bottleshop, Tour Desk, Free Wifi

bookings@strahanretreat.com.au www.strahanretreat.com.au

mermaidcafe

Step off your boat and step into the Cafe! We're right on the waterfront at the Bruny Island ferry terminal in Kettering with spectacular views over the glassy waters of Little Oyster Cove. We use only fresh, local ingredients and hand make all our delicious cakes and tempting treats! Open for breakfast, lunch, snacks and coffee 7 days from 8.30am.

79 Ferry Road, Kettering, Phone (03) 6267 4494





JEANNEAU 36
"NUAGE"
\$105,000

**RARE, THREE-DOUBLE
 CABIN PRODUCTION
 YACHT**

Recently updated with a new 42hp diesel, electric halyard winch and new electronics. Well maintained by experienced owner. Ideal for family cruising with three separate double cabins and two bathrooms.



- 42hp Vetus diesel installed by Hughes Marine 2015.
- New Raymarine plotter and new radar installed 2016.
- Three double cabins and two en suite bathrooms with provision for a fourth double.
- Electric halyard winch.
- Easy access stern door.
- Full dodger, bimini and clears over cockpit
- Comprehensive electronics incl. plotter, radar and autopilot.

BATTERY POINT HOBART www.boatsalestas.com.au **FERRY RD KETTERING**

Ph: 1300 288 007

KIM BREWER	0428 937 358
PAUL NANSCAWEN	0418 385 866
JOHN NANSCAWEN	0409 433 547