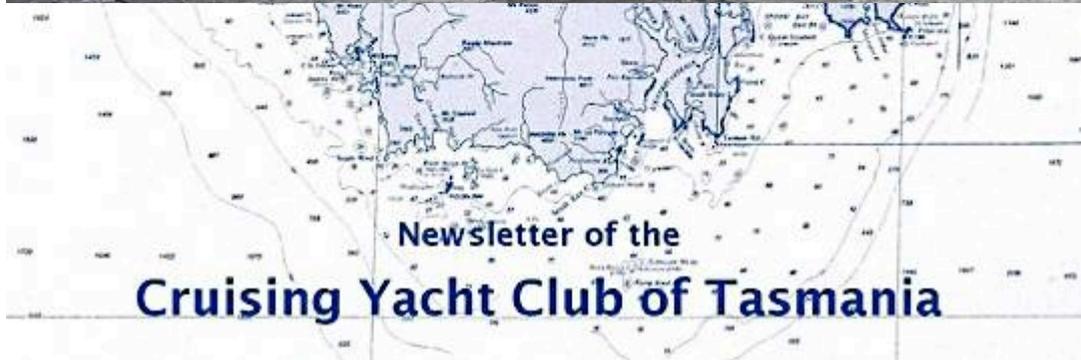


Albatross

Volume 44 No 4 May 2018



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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

The normal deadline for publication is 19th of the month prior to issue.

Negotiation with the editor may be possible

Cover page: Phase Three (Paul Strong and Sally Schofield) reaching across Bathurst Harbour towards Old River with Mount Rugby in the background. (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. 33

| CYCT CALENDAR | |
|--|---|
| <u>May</u> | |
| Tues 1 st | Committee Meeting @ 6.00 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Damian Killalea will talk about cruising in the Greek Islands |
| Tues 8 th | WOB meeting @ 5.30 pm. Venue DSS. Using and servicing winches. The theory and greasy reality of winches. |
| Friday 18 th – 21 st | Clean up Australia cruise coordinated by Sheenagh Neill. Intending to head to Great Bay, clean up a section of shoreline and meet for rubbish analysis and a BBQ. Exact plans subject to weather. |
| Tues 22 nd | First winter forum @ 6.00 pm. Venue DSS training room. OpenCPN and AusENC: An Introduction |
| <u>June</u> | |
| Mon 4 th | Committee Meeting @ 7.00 pm. Venue Chez Peach, Blackmans Bay. |
| Tues 5 th | General Meeting @ 7.30 pm. Venue: DSS |
| Sat 9 th – 11 th | Kermandie and Franklin cruise – event coordinator Lyn Peach, on-water coordinator Tony Peach. Sail or drive to Kermandie then Franklin for a host of dinners and other activities. |
| Tues 12 th | WOB meeting @ 5.30 pm. Venue DSS. Batteries, bulbs, Watts and wires. Basic 12 Volt marine electrics. |

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



Many thanks to Shona Taylor and any other members who may have assisted in getting the April *Albatross* prepared for publication. This job was passed onto Shona with only a general mention at the previous committee meeting that I would not be able to complete the issue beyond what has been sent to me by the submission deadline of the 19th. Well done Shona. It makes a change to be able to read an *Albatross* in print that I have not seen previously. And it is great to see some cruising articles rolling in. No doubt there will be plenty to report from the many cruises just completed.

The big event for *Tahiti* was the Tasmania west-about circumnavigation. Unfortunately we only made it as far as Port Davey and Bathurst Harbour, though Ian Johnston went a bit further, getting up to Macquarie Harbour. The problem was the weather, as can be verified by a number of CYCT boats that were in the area over the same period. We had almost continuous W or NW strong or gale force winds for two weeks. Three weeks into the trip it was decided that we would not have the time to get around and we did not want to risk getting locked in Macquarie Harbour for two weeks, having work obligations to return to. The weather pattern was unusual for late March, by all accounts. The usual pattern of large diffuse highs giving light winds then stronger NW winds followed by a SW change was thrown out the window. Instead, the high pressure systems did not extend very far southwards, setting up a consistently strong W to NW airflow. I suspect this was probably caused by the influence of a couple of late-season tropical cyclones up north that cooled central Australia, preventing the development of the large highs. But then I am no meteorologist. This week (second half of April) has seen the conditions that we had hoped for, with a bit of an Indian summer. We will have another go at a circumnavigation and hope for better weather and perhaps allow more time.

The article by Jon Nevill on lithium (lithium ion or lithium iron phosphate) batteries drew a bit of interest and a few comments. It was also very timely for us as we are looking at options for replacement house batteries. Our 8-year-old Trojan T105s are getting tired, as indicated by slow charging and a significant voltage drop under load, and will be replaced before much longer. There are a lot of different options for replacements: 12 V or 6 V in flooded, gel and AGM in the lead acid category, as well as lithium ion batteries. If anyone has an informed opinion please feel free to share it in an *Albatross* article.

Before going away I fitted an AIS transponder and a diesel heater into *Tahiti*. Both were reasonably straight-forward installations. Although we did not have very cold conditions it was extremely pleasant to be able to go below into a toasty warm environment, especially after being out walking in the rain. I am sure the heater will get good use through the coming colder months and will extend our cruising season. Highly recommended.

Christian

Commodore's Report



Juliet's Port Davey trip has ended and I have been busy attending to a few maintenance jobs which were added to the list, as well as trying to sort out a photographic record. Top priority was to fix a leak which developed over the foot of the double berth in the aft cabin. Way down in priority in second place was to replace the tubes carrying coolant (sea-water) between the engine and the transmission. One of the copper tubes had corroded through and started to leak sea-water into the engine-room. You would be amazed how far a dribble of water can get after it leaks onto the shaft, runs onto the shaft coupling and gets thrown off the the edge of the coupling by centrifugal force. My temporary butyl rubber bandage reduced the flow significantly and kept the water off the shaft, eliminating the salt-water shower. The permanent solution is to replace the copper tubes with flexible hoses (car heater hose).

Items like this don't often feature in trip reports or slide-shows, but they are very much a part of cruising. The ability to effect repairs, albeit in a Heath Robinson manner, sufficient to get you home or to the next port is essential if you plan to extend your sailing horizons.

Speaking of extended horizons, the winter migration of Tassie cruising yachts to warmer climes north has begun. We wish them all fair winds and quiet anchorages. For those who are spending autumn and winter at home, we have plenty of reasons to get your boat out of its berth. Several events are almost permanent fixtures on our calendar: the Clean-Up Australia cruise, the Kermandie-Franklin June long weekend cruise, Dark Mofo in Constitution Dock and the Annual Dinner overnighting in Constitution Dock. Each of these requires registration so that arrangements can be made (gloves, bags and pickup areas for the clean-up, berths and dinner bookings etc for others). Please go to our website (cyct.org.au), log in and complete the registrations.

On the administrative side, the Committee is reviewing several Club policies to ensure that they meet our needs and are accurate and consistent.

During May, the Marine Farming Planning Review Panel will be conducting hearings into the draft amendments to the Marine Farming Development Plans for Storm Bay (3 areas, 3 companies). I will be presenting our case for improvements in charted information and the notification of marks and infrastructure that is 'off-station' (adrift). Our written submissions are on the website - look under Member Menu, Documents, Cruising, Fish Farms (the name, not the folder icon) for the three documents.

Don't forget to fly your burgee!

Andrew Boon

Vice Commodore's Report



Gosh where have March and April gone? That's the thing about being on the water, time takes on basic celestial movements and days and weeks meld into one. Firstly, as always, I would like to thank the following wonderful members who have put themselves forward as cruise coordinators so other members can enjoy shared adventures on the water: John and Helen Brigland who led the ever popular extended East Coast Cruise; Val Nichols for her rescheduled trip to the Quarries; Lew and Lizzie Garnham for their Easter East Coast Cruise; David Jones for his Port Davey Cruise; and Ian Johnston for his section of the circumnavigation. I think it is fair to say all coordinators had cruises interrupted by the weather. I know our circumnavigation of Tasmania was haunted by continual gale force winds. Even Tas Maritime seemed incredulous over the extended time the winds stuck around. Still, we were so lucky to explore and stay on the south coast. I'm glad I learnt that it is possible to stay on that coast, as most sailors never talk of doing so. The landscapes, the views, the water, the terrestrial habitats are worth stopping for. It makes Port Davey an easy trip of two ~5 hour legs. I'm sure Ian Johnston's updates to his mud maps, with his stunning drone footage of anchorages and other changes, will make it a must-have edition for your boat library.

I did enjoy the planning and provisioning for a longer more isolated cruise. We didn't run out of fresh fruit and vegetable supplies after 4 weeks and still had lettuce, tomatoes, all the staples as well boat-grown sprouts and fresh bread. Making fruit leathers, pastes and other treats also helped with adding variety to the fish, crayfish, tuna and abalone diet. More on this later. Congratulations to John and Dee Deegan, who had wisely left on their circumnavigation before the rest of us were able to. They made it around in time to catch up with the Easter east coast cruise at Maria Island! We will try again to complete our circumnavigation when time allows.

There are several more cruises coming up in May and June. The annual clean up Great Bay is on again on May 19-20. It looks like Tony and Lyn Peach have plans for a great weekend of on- and off-water activities for the Kermadie/Franklin June long weekend cruise in June. The Dark Mofu weekend is also in June and plans are still to go to Constitution Dock. Members will need to be prepared to raft-up, with bigger boats going in first. July cruises will be announced once I see how the winter pans out. Having a heater is bliss so I will definitely be out on the water more this winter.

The moorings continue to be popular but are being reviewed by the committee. To all the members heading north for winter I wish you all safe sailing and for those remaining I encourage you to get out the thermals, hoist or unfurl the sails and head out. These calmer days are magical. Hope to see you out on the water.

Sheenagh

Rear Commodore's Report



As A big thank you to Club member Kate Johnstone for her very informative talk at our April meeting about her recent Antarctic trip, focussing on the conservation of birdlife, especially the Albatross. Now that summer is definitely over and many of us will probably be spending less time on the water, it is time to turn our attention to the Club's land-based activities. As mentioned at the last meeting, arrangements are well in hand for the traditional Kermandie-Franklin long weekend, which has three components:

- On Saturday 9 June the fleet will arrive at Kermandie and either berth at the marina or, if there is an abundance of boats, some may need to anchor out. A buffet dinner will be held at the Kermandie Sass restaurant, 6.30 for 7.00 pm, for \$40 per head.
- On Sunday 10 June the fleet will head up river to Franklin, where the Wooden Boat Centre will provide a presentation, tour and cocktail party (non-alcoholic drinks) from 4.00 – 5.30 pm for \$15 per head, with wine available for \$2 per glass. Please pay cash at the door.
- From 6.30 pm the Living Boat Trust will host the traditional three course dinner in their shed, \$30 per head for the food, drinks BYO. Again, please pay cash at the door.

If you are planning to attend any or all of these events, please either register on the website or email rearcommodore@cyct.org.au by 1 JUNE, also advising whether you will be bringing your boat. Please let me know too, if you have any special dietary requirements.

Tony Peach has agreed to coordinate the on-water portion of the cruise during the weekend. He advises that the Kermandie marina will attempt to accommodate the fleet. Where possible, boats will be accommodated on a first come first serve basis – please no queue jumping! Comprehensive information on tides, recommended arrival times, etc are available on the website.

We look forward to seeing you at our meeting at the Derwent Sailing Squadron on Tuesday 1 May, 7.30 pm, where the guest speaker will be Club member Damien Killalea. Damien has been cruising in the Greek islands on three occasions, and will share his experiences with you.

Lyn Peach

Membership Officer's Report

Our Membership is still growing with new members continually being processed. On our longer cruises and evening beach gatherings with our banner flying we have been attracting new members. Our new website has been well visited and no doubt is also attracting lots of interest. Our current membership status is: Family members: 281, Life: 6, New: 6, Single: 30, Social: 8, Provisional:1, Total: 332.

Richard Taylor *Easting Down*

Women on Boats – April 2018

Nineteen The WOB meeting for April was an exceptional opportunity for some hands-on experience in dealing with a potential fire onboard. The Topic for April was dealing with a fire aboard; a timely reminder considering the unfortunate recent loss of vessels at The Motor Yacht Club of Tasmania due to fire. Andrew Fyfe of Tasmania Fire Service organised an outstanding demonstration held at the Kettering Yacht Club. It was just on dark when the group of sixteen WoBs were followed into the KYC carpark by eight members of Channel Fire Brigade in full fire-fighting gear and complete with fire engine.



The Channel Fire Brigade's truck on the scene (image Kim Brewer)

Andrew kicked the night off with an introduction to the different types of extinguishers, giving tips on what to buy and how to check and maintain extinguishers aboard. He talked about different types of fires and their causes.

Then came the exciting part. Out in the dark carpark, with a ghostly backdrop of rows of boats, the Fire Brigade lit a tray full of fuel. Flames roared upward and each person was individually instructed how to use the extinguisher and then left to put the fire out. It was dramatic - both the flames flaring up into the night and the way dry powder put those flames out in an instant! It's one thing to watch a demonstration or a video of the use of extinguishers and quite another to actually pull the pin and crouch in front of hot flames with an extinguisher in hand. Members of the Brigade then demonstrated the use of CO2 and water extinguishers and explained a little more about their uses.



About to extinguish the conflagration (image Kim Brewer)

The feedback from this evening was very positive. A number of men had indicated interest in attending, so another similar event may be organised in the future. Thanks are due to Andrew Fyfe for organising the Kettering Yacht Club venue and the Fire Brigade involvement. Channel Fire Brigade put on an efficient and informative display and we were grateful for the volunteers offering their time on a weeknight. KYC made the venue available and thanks to Tony Brewer for the pizzas.

WoBs May session

On May 8th we will be back in the DSS classroom to learn about the intricacies of winches. Ginny Gerlach will explain the operation of different types and WoBs will get a close look at the greasy innards - and an opportunity to strip down, clean and reassemble one.

Kim Brewer

Letter to the Editor

Nubeena Mooring Shock.

I sit here, listening to the gale raging, and in shock at the Committee's decision to sell the CYCT Nubeena mooring. This Committee decision was unexpectedly announced at the last general meeting without prior notice to members. This is our club as well as theirs. There was a below average number of attendees and this decision, unless you are a FaceBook follower, may be a surprise to you also.

I am totally opposed to the sale for several reasons:

The constitution of the CYCT clearly states that the objective of the association is to promote and encourage safe cruising in Tasmania. This is one of the main reasons this mooring was established here, and I feel its proposed sale goes against this constitutional principle.

At the GM we were told that a better mooring would be established and also that selling was due to servicing difficulties. Servicing is a management issue. Moving our tailored heavy duty mooring to a new location is the cheapest option if a better location can be found. It will still require servicing!

On leaving the Derwent and Channel junction, Nubeena is the closest relatively sheltered port across the notorious Storm Bay. It has excellent facilities and both DSS and MaST have located moorings here since ours was established.

Dragging is frequent on the mud and weed bottom where holding is poor. This cannot just be just white-washed as poor seamanship. Our mooring is well located in proximity to the wharf, has heavy tackle of three train wheels and has a maximum permitted length of 15m. The yellow pick-up buoy was specially designed and the location was chosen by MaST on site. It has been serviced regularly, except recently, and is about to be done. MaST and DSS mooring servicing could be incorporated with ours.

Though the new club mooring in North Simmonds has less capacity at 12.2 m, it too is a valuable asset to the CYCT. I used it the other day and slept well with a clean anchor chain! Statistical usage of moorings is rare, unless a booking system, honesty and surveillance occur. Nubeena is used by many club boats and should have been the first of the club's 'String of Pearls'.

Moorings are an asset like a building block and cannot be easily replaced. The KBC is strong because of its extensive mooring base. I know there is a strong feeling in the club that we should have more moorings and not fewer. The addition of North Simmonds, though it has its limitations, is well appreciated by many members.

The club has surplus funds and should provide us with usable amenities, such as moorings, to facilitate cruising. This mooring is a club asset used by members and extensive consultation with a vote at an Annual General Meeting saw its establishment. I feel it is wrong for the committee to actually sell the mooring without putting it to the membership for adequate discussion and endorsement.

Please email me, garnhaml@gmail.com with your opinion and possibly support for a Special General Meeting should this be required, before it is too late.

Lew Garnham

Lew, thanks for those comments. The Nubeena mooring was acquired before I joined the club but I believe it was overwhelmingly supported by the general membership at the time. We and other members experienced the vagaries of the Nubeena bottom last January during the Tasman Regatta. We certainly see the usefulness of a mooring in Parsons Bay, Nubeena. Not necessarily for club cruises, but as a welcome secure mooring for individual club members en route to the Tasman Peninsula or east coast, and returning from those locations. Ed.

Albatross Article Guidelines

I removed specific guidelines for *Albatross* because I did not want to be too prescriptive. However it is time to add some guidelines that are not too prescriptive. Any member is free to submit an article, letter, opinion piece, observation or news item to the editor. I consider that a CYCT cruise or other activity is not complete until an organizer or participant submits an item to *Albatross* re that cruise or other activity. I welcome, in addition to such items, articles relating to places of interest to the cruising community, articles relating to sailing/cruising hardware (hulls, rigs, sails, engines, tenders, safety systems, energy systems, navigational and other electronics etc), sailing related resources (books, websites, organisations, networks, etc) and any other topic that may be of interest to the membership. Did I mention recipes? My preferred format is a Word document by email but I am happy to accept typed or hand-written documents, or even inscribed stone tablets. Please provide images as JPEG files >500 kB and <10 MB as separate images, uncropped. I would rather have plenty of images to choose from than too few. Most of us have a phone camera – take plenty of pics on cruises. Good cover pics are always welcome for consideration. I can also accept paper photographs. All images should have a caption and please attribute the owner of the image. The length of articles can be upwards from one page. Novellas may be abridged by the editor or serialized. Brief single page submissions are useful to the editor when making up editions to the required number of pages. Albert Ross is available to describe observations made during cruises that may not make it into an official article. While it is often said that what happens on a cruise stays on the cruise, Albert can be very observant and is anonymous. *Ed* will filter out slander, libel, inappropriate innuendo and any suggestion of pole dancing. Please ensure correct nomenclature of places, boats and people. Italicise boat names. Avoid bold text. Don't be shy – we all have a story to tell. *Ed*

The Cruise That Never Was. New Norfolk 14-15 April

David Watson

The Watson Family has always enjoyed a trip to New Norfolk. Scenery, a little challenge with maps and bridges plus antique shops, markets and sports trails for children, bikes and grownups. A great trip if the weather is ordinary down south. We usually make a couple of trips up each year. From memory, the Bowen Bridge limits height to about 15 metres, and the Bridgewater Bridge only opens after 0900 and before about 1545. They also will not open if wind is approaching 40 kph. You need to ring them a couple of hours before and again an hour before, along with radio contact on approach. As the resident ambo in New Norfolk during the 1980's, I have always enjoyed a return trip to the Derwent Valley. We occasionally use a "Plan B" and take a car up, extending our range to Mt Field National Park, the Salmon Farm, Bushy Park and the Westerway Fruit Farm. We were obvious candidates for this years CYCT cruise to the Derwent Valley Autumn Festival.

1000 Friday. Decided to provision up and get ready for a morning start the next day. Forecast ordinary to say the least.

1600 Friday. Email from Bryan Walpole calling it all off due to wind forecasts. Main concern was the Bridgewater Bridge with its no opening policy in medium and higher winds, with the same issues possibly affecting the return trip.

1630 Friday. Latest info from BOM indicated a possible window mid-morning Saturday, with another window mid-afternoon Sunday to return. Spoke with Peter from the bridge and arranged to be with him around 1015 and take our chances. Asked my wife Kate and daughter Isabella to drive up and provide us with an escape plan if Sunday caused problems.

0915 Saturday. Leaving MYCT at 0900 and passing New Town Bay, we took a radio call from Phil and Barbara in *Venus*. They had similar plans but did not need the bridge raised. We proposed meeting up later, including nibbles and wine late in the afternoon. Continued up the river into a stiffening breeze, indicating we would be unlikely to get through the bridge. A current flow peaking at 2.1 knots slowed the trip. As we passed Austins Ferry, the wind dropped and settled at about 15 kph. Through the bridge 1030 and enjoyed smooth conditions all the way to New Norfolk, arriving about 75 mins after the bridge passage (travelling 9 knots). We found the old jetty free and roped up, assisted by Kate and Isabella, who had interrupted their tour of the many second-hand shops and a fabulous local market. They displayed two beautiful hand knitted jumpers they purchased for \$50 each, and promptly left to continue exploring. Noticed another motor cruiser further up the river on the other jetty. *Venus* joined us after a few hours and took up the floating jetty in front of *Serenade*. Whilst there were a few minor gusts interspersed with rain showers, it was quite pleasant. Went for a walk and watched as stall holders fought with pop up tents in the wind, setting up for the Festival the next day.



The Derwent at New Norfolk (image Max Watson)

Took a dinghy up to the jetty near the New Norfolk Bridge and found Peter and Dallas Higgs in *Shipright*, a beautiful Ray Kemp designed craft. Peter is the Public Officer for the Wooden Boat Guild of Tas, and a member of the Australian Wooden Boat Festival management team. They joined us on *Serenade* for nibbles and wine, a meeting which extended into the evening.

0500 Sunday. The wind joined us with a vengeance and after settling down to a mild breeze stayed most of the day, with shower periods. Even with the weather, we thoroughly enjoyed the Autumn Festival but felt for the stall-holders. Just after lunch I rang Peter at the bridge, only to be told 103 kph and spray blowing over the causeway. Peter and Dallas invited all of us to join members of the Wooden Boat Guild for afternoon tea at Glen Derwent, just up from the New Norfolk bridge. It is now owned by a couple with a restored wooden boat and the venue, table setting, scones and conversation were perfect. Back to the boats after a guided tour of the main house and outbuildings. Kate had a call for an urgent meeting with one of her clients, so left for Hobart with Isabella, leaving Max, Lucas and myself to wait for the wind to drop.

0600 Monday. No real change. We were not experiencing anywhere near the wind evident in Hobart and found the river setting superb. Spoke with Peter and was told no openings that day. He told me a few hours later the wind vane had blown off and went on to say the security computer required input from the vane before raising the bridge. He had an IT person booked for 1100 Tuesday and would call us about 1300 if the wind dropped. Max and Lucas continued to explore the river in the dinghy and were delighted to see a platypus in Sorell Creek. *Venus* was found to have low battery power and was roped back to *Serenade* to access 240 V power. Barbara and Phil joined us for a combined meal before settling in.

0800 Tuesday. Still wind blowing but mild. A surprising call from Peter. He asked if the three boats could leave immediately, as his IT person had arrived at 0600, fixed the bypass issue and it was flat calm! It was obvious from the forecast the remainder of the day down there was going to return to windy so we all moved out. By the time we reached the bridge whitecaps had returned, but Peter called us through. On our trip down river, the wind continued to strengthen, so we were fortunate to have had Peter looking after us.



Serenade and *Venus* at the location of the new rowing ramp at New Norfolk (image Max Watson)

On leaving New Norfolk, Lucas finally got permission to bake a chocolate cake that he had planned for three days. Max decorated it and it was planned to provide morning tea to *Shipright* and *Venus*. Unfortunately, Peter and Dallas turned off to Prince of Wales, leaving Phil and Barbara as the recipients of a larger portion.

As an aside, whilst at New Norfolk we were aware of pile driving equipment around the steamer jetty. We met up with a representative of the company who explained how the rowing club was relocating to the town side of the river and taking over the caravan park manager's house. The intention is to remove the new floating landing and reposition it further upstream, with larger piles capable of taking all size pleasure craft. A new rowing platform will be installed a few metres upstream from the steamer jetty. The plans were obviously well advanced as the pile driving commenced Monday morning. Quite interesting to watch the first pile being hammered in a few metres from the bow of *Serenade*.

Further down the river, a complete overhaul of the Old Beach jetty is well advanced, with piles in and framework completed. We have had *Serenade* alongside the old jetty with room to spare over our 1.6m draught.

David Watson

There and Back Again – East Coast Cruise **David Webb and Susan Tuma**

We are FIFO Sailors to Hobart from Melbourne at this time and have no desire to bring *White Rose* back to Victoria any time soon. We are having far too much fun. With great anticipation we looked forward to sailing up the east coast to Schouten Island. After our last trip when we dragged three times in Nubeena, we had researched and come to the blindingly obvious conclusion: our anchor was too small! The first couple of days disappeared with shopping, picking up a much larger Rocna, (more on this later) and preparations.

White Rose I would be joining our cruise organiser, Lew Garnham of *Minerva*, and others. Lew contacted me by email and asked what my expectations were. “Simply to borrow from your local knowledge and experience of local weather conditions”, was my reply. More on this later. With full provisions we sailed in glorious conditions down and around the Iron Pot, where we were joined by *Lemaris*, and then *Gitana* sailing behind Betsey Island. All the way across to Sloping Island there was a chain between us. I noticed *Lemaris* kept in close company.



Lemaris around the Pot (image David Webb)

White Rose joined *Minerva*, *Gitana*, *Honeywind*, *Serenade* and *Pascua Lama* behind Dunbabin Point, in preparation for the Narrows and seas afar. On Good Friday we prepared for sailing, lifted anchors, and motored around lining up for Denison Canal. A strong wind warning was in place for the lower east coast.

Lesson number 1- Note to oneself when cruising in Tasmania: always assume the warnings to “expect gusts being 40% stronger” are to be heeded.

The Narrows crossed without incident, we hoisted sails in Marion Bay with one reef in. “Should be Ok” I thought, “We race in Port Phillip Bay with wind warnings and one reef, and we’ll be

fine". As we sailed north, we overtook *Minerva*. "This cruising is great fun, but why does *Honeywind* have no reef and full headsail"? I pondered. The wind was fresh, an understatement, but nothing a little furling of the genoa could not handle readily, and at times we were tracking along at high 7s low 8s. *Honeywind* now in close company, on our aft quarter. Winds building and dropping with local land effects, with bullets from mid to high 20s to low 30s. No big deal. Sue helmed all day and was master of her craft. Around midday *Honeywind* sailed past us, looking splendid, aqua painted hull glistening in dancing waves. Full headsail up, no reef, gave me a sense of security: "If locals think this is ok, what could go wrong"? It was only afterwards I discovered from Barbara on *Honeywind*, that Phil, on seeing our black genoa, assumed we were racers with a high-tech carbon sail, and the race was on. For the record and from here onwards, everyone please note: The big genoa on *White Rose* is NOT a high-tech racing carbon sail, but simply a mis-communication by the sailmaker to the sail manufacturer in Asia. The black request for UV strip turned into a black dacron sail, extremely heavy and definitely not a racing sail. So, when you see it up, we are not racing, (well maybe a bit, but not a lot).



Gitana in a building breeze (image David Webb)

We rounded Lachlan Island, and wind was building. By this time Sue was in her element, however we decided to furl away a third of the genoa. I turned around and Sue looked ashen faced. "Look over there up the bay" she screamed. A wall of white rushed maniacally towards us, waves blown flat as we looked over at Orford. It was reminiscent of the crossing of Bruinen Ford in the scene from *The Lord of the Rings* with a stampede of white horse galloping down on us, manes flying, heads high, spume and spray in the leading edge. As I frantically furled away the genoa to about a quarter out, the wild horse hit: 55 kts at a blast, holding for 30 seconds at a time, then dropping to a constant 40, before building again. We counted at least four of these blasts. The boat was fine, and Sue managed wonderfully, however referring to earlier part about gusts of 40%, I wished I had 2 or 3 reefs in.

I was mildly curious though, as I watched *Honeywind* sailing sideways at 45 degrees heel. "Very impressive Phil" I thought, though I thought they were spilling a bit too much wind out of the

top slot. Our cutter rig had the jib furled, sadly not tight enough though and it flogged the leech line to bits. Nothing a sailmaker and money won't fix.

Lesson number 2 - Always have your sails set for the conditions.

Our Tender, which I thought was well secured, flipped upside down on the rear davits, and to my amazement/horror, I saw it spear itself onto a fitting and tear a slash 100 mm long, like the sword of Zorro in the port bow.

Lesson Number 3 - Always secure your tender down, as a well as up, when under sail.

With Okehampton Bay beckoning, we sailed into what we hoped would be lessening winds. Well yes, they were less than 55, however we still dropped and anchored in 25 plus. Free advertising alert: I love my new big Rocna.

Lesson number 4 - You sleep well with a big Rocna.

The fleet sailed in, and we all were tucked up for the night. A few radio calls later and I had the wonderful Phil "Patch" Bragg on board assisting me with the ripped tender. Fortunately, I had the repair gear on board, all I was lacking was experience, which "Patch" Bragg had plenty of. I can heartily vouch for "Patch", if he ever decides to open a tender repair shop. A perfect repair was enacted. Lew popped over to see how we all were. I asked about the wind forecast and local bullets, "Oh yeah" said Lew, "we do get a few around that headland". Thanks Lew!

Lesson 5 - Always ask for local knowledge. Refer above.

The Second day saw pleasant conditions, as in pleasant for motor-sailing, not for sailing. Light breeze from the north and little or no swell had us tripping over to Bryan's Corner. Local knowledge again gave a first-time traveller to this beautiful part of the east coast confidence to sail inside of Black Reef and Sunken Reef off the northwest corner of Schouten Island. *Honeywind* had sailed most of the way and showed her heritage as a racing boat until Phil found the same hole we had motored into. We anchored in 2 metres of the most pristine waters. The clarity and colour are difficult to describe in words. Blues fading to aqua with a deeper blue sky highlighted by the green and brown of Schouten Island, as I wax lyrical. We popped our newly repaired tender into the water and motored over to Phil on *Honeywind* to congratulate and thank him again for the excellent repairs. Taking the tender to the beach we had a most pleasant stroll along for a couple of kilometres towards Passage Beach and the rocks beyond. We stumbled across a diver, originally from America who now is a permanent resident. He had a large bag of scallops, freshly caught. They had set up a table and chair, a platter of cheese and a bottle of chardonnay. A scene directly from (fill in your favourite travel/food show).

He cleaned and offered a raw scallop to Sue and me. Its sweetness was divine. Susan had indicated she did not prefer scallops, however after listening to my demented ravings about the

taste she agreed to try. Soo! Now it looks like I must learn how to catch fresh east coast scallops. A new convert has been found.

On returning to *White Rose*, via *Minerva*, we were informed Lew had invited the remaining other three sailing boats to dinner on *White Rose*. A very pleasant sundowners was had. Various boats had brought along food. Fried rice, coq au vin and pasta along with wine and salad made for a pleasant evening with laughs had at everyone's expense. The crews of *Minerva*, *Honeywind* and *Gitana* all found a place around our table on *White Rose*. All too soon, the evening was drawing to a close and we waved everyone home.



White Rose dining (image Lizzie Garnham)

Day 3 and we returned along the same path as yesterday. *Honeywind* parted company and headed around to Wineglass Bay, as *White Rose*, *Minerva* and *Gitana*, sailed into Orford. In the light winds *White Rose* struggled to make a suitable pace and we motor-sailed. *Gitana* made great pace: Robin and Cynthia waved as they sailed past us. *Minerva* must have the largest sail locker in Tasmania. I thought it impressive when Lew unfolded the kite, but when the blooper came out, it was majestic to watch as she sailed along at 6 plus knots! Our fleet joined a very pleasant party taking place on West Shelly Beach, with crews of *Westwind of Kettering* and *Lemaris* sitting around a beach camp fire. Wine and food appeared, chairs unfolded, and merriment followed.

Day 4 saw a return of strong westerly winds again. It seemed a common theme, and again, with strong wind warnings. *Minerva* set forth on a reconnoitre for our new safe haven. *White Rose* and *Gitana* raised anchors and set forth. *Gitana* saw common sense way before *White Rose*, with Robin and Cynthia returning soon after. Sue and I continued until we saw the ominous white horses preparing to race across Prosser Bay again. I did a quick about and motored back from whence we had departed. We were pleasantly surprised to hear some friends from Sandringham Yacht Club on *White Onyx* were approaching, after an extended stay in Tasmania from Victoria. Cathy and Ben from *White Onyx* joined Robin and Cynthia on *White Rose* again, for more stories, laughs with tales of voyages completed and pending.



White Rose with her racy black genoa (image Lizzie Garnham)

Day 5. Quick flick to Maria Island. We pulled into Encampment Cove and found safe haven from the dreaded westerlies again. *Gitana* soon joined us, with other CYCT members John and Dee on *Storm Boy 2* joining us later. The shores of Maria Island beckoned. Pulling into a rocky beach we were struck by the absolute beauty of the place. Hiking over the small rise we viewed the old ruins afar. As we approached the clouds departed, the winds dropped and the sun glistened on Mercury Passage. The temperature was a pleasant 24 or so degrees, and it was difficult to see why this place could have had the reputation it did. Nature abounds. Exploring along the Point Lesueur Beach, Lew picked up debris as Tom and I shared salt bush leaves and discussed the merits of bush tucker in salads. A stand of pelicans stood on rocks just off the ruined pier with little cormorants for company, guarding the north shore like sentinels on the parapets.



Well fed pelicans at Maria (image David Webb)

Wombats dotted the pasture like you would expect to see in a sheep paddock, with wary kangaroos keeping a careful eye on us all. The beaming smile on Edward's face telling the tale more clearly than any words. "What's your favourite animal Edward"? "Kangaroos" was his resounding answer. The Wombats gave us little or no attention. I can only assume there are not

any native predators on Maria as they are normally wary creatures that I am familiar with at Cape Liptrap Victoria. These Maria Island natives were far more casual with human interaction.



Maria Island wildlife (images David Webb)



Walking through the Maria Desert working up a thirst (image David Webb)

In the denser bush we spotted wallabies and at a distance Cape Barren Geese let out a raucous call. A green rosella and partner skipped through the Tasmanian blue gums. It was hard to believe we had been ashore for almost 4 hours, however the offer from John and Dee for Sundowners (OMG more drinks) on *Storm Boy* was an invitation none of us could refuse. The sun set over Chinaman's Bay was as close to perfect as can be imagined. As usual photos cannot do justice to the vivid colours, then fading to pastels that I have come to expect from my wonderful home island. Will I ever be able to return home, and put down roots again after 40 years away? Only time and an understanding partner will tell. Note to Self: You need to sack yourself for poor performance and/or take a redundancy package.

Darkness descended. The Moon shone over the slight ripples. The usual congestion of tenders hanging of the rear of a designated party boat again, and it was time to retire. Our Journey nearing completion, with the final leg in store tomorrow.



Just past the year's second blue moon (image David Webb)

Day 6. Homeward bound. An early start saw light winds, and *White Rose* again sailed beautifully with the iron jib. With *Storm Boy 2* leading and taking photo shots of *Minerva*, with yet another sail, this time a very large symmetrical kite, we made our way to Marion Bay to wait on the tide. *Gitana* and *White Rose* were separated by 100 metres and 100 dolphins. They frolicked joyfully in and around us, whilst an albatross kept a watchful eye as it glided gracefully scant inches off the water. The east coast dolphins are far larger than the sub-species of Port Phillip Bay. Mother and baby took the place of the larger, I assume male leader, and she had a special eye on baby, no more than 600 mm long as it learned *The Fine Art of Surfacing* (a nod to the Boomtown Rats Album of the 80s). It never fails to fill me with joy to see these magnificent creatures. An uneventful, however still unnerving, passage through the Narrows and the Denison Canal passed, with *Storm Boy 2* leading us on. With only 0.2 m under the keel (we draw 2.1) on the exit into Norfolk Bay, it never fails to grab your attention. *White Rose* filled her sails however we still had a long run left to Prince of Wales Bay with a late evening flight back to Melbourne. A great sail back on a broad reach and a motor behind Betsey Island. Once Storm Bay and the Iron Pot were behind, the winds blew up around 30 knots, this time from the south east, just to keep us on our game. As we pulled into POW Marina, the sun setting behind Mount Wellington reminded us of how far we had travelled, new friendships found, lessons learnt, new lands sighted, too much fine food and wine, and enjoyment had.

May your anchor be tight, your cork be loose, your rum be spiced and your compass true.

David and Susan

White Rose I

South Coast Dreaming

Christian Narkowicz

The Tasmania circumnavigation cruise was cut short by what can only be described as an extraordinarily long period of unfavourable weather conditions (for March/April) that kept us, and many other cruisers, restricted to the Port Davey area for a couple of weeks. However, we did have a few days of NE weather on the way around to Port Davey that allowed us to poke our noses into a few interesting locations between Recherche and Port Davey.



Tasmania's Mt Fuji-like Adamsons Peak near Dover (image Christian Narkowicz)

Our cruise started on Saturday 17th March with a rendezvous planned for Dover. However, with an adverse forecast and no opportunity of heading out of Recherche before the Wednesday, it was only *Tahiti* that made it to Dover on the day. We highly recommend Dover as a southern staging point. There is a good supermarket with vacuum-packed meat, diesel at the wharf, a coffee shop, laundromat, distillery (try the Sassy Black) and a museum that has a lovely exhibition describing numerous shipwrecks, mostly around the south coast. While there we also caught up with Penny and Jeremy Firth who have a house overlooking the wharf and the harbour. This means that what you do will be noticed. At the Firth's there was a stream of visiting sailors: a couple from Scotland, members of the Ocean Cruising Club, for which Jeremy is the Magazine editor; a Japanese sailor, harbour master of a northern Japanese port (Akkeshi?) and even a local. Then *Juliene* turned up at the wharf for diesel. Of course we saw her coming around the corner into the bay from the Firth's windows. So it was down to the wharf to help Ian with his lines. Our next visit to Dover will include a Friday, when the local sailing club has an open bar at the harbourside clubrooms.

We left Dover for Recherche on the Tuesday after a cold front had come through, leaving snow on the southern ranges and providing a bit of swell and up to 30 knots on the nose. At Recherche we had *Tahiti*, *Phase Three* and *Juliene*. *Mystic*, who also planned on joining the circumnavigation, opted to make a later start, given their position further up the Channel and

the uncomfortable sea conditions. Ian picked up his third crew member at Cockle Creek. The two crew were planning to walk back to their vehicle from Melaleuca.



Phase Three getting her nose in the air with snow on the Southern Ranges (image Christian Narkowicz)

After a meeting on *Juliene* it was decided to leave from Recherche early the next morning, with NE winds forecast for the next three days and the 5-6 m swell abating. The suggested first anchorage was Louisa Bay. It dawned clear and we left before sunrise. The wind had abated but the swell was still banging into the rocky coastline.



The swell hitting Whale Head (image Christian Narkowicz)

We turned the corner around Southeast Cape and went into the bay for a look but the uncomfortable conditions had us heading back out and along the coast before we made it very

far in. We had a really good look at this part of the coast. A proposed morning tea break at Rocky Boat Harbour was skipped given the wall of white water across the harbour entrance.



Julienne coasting along (image Christian Narkowicz)

The anchorage behind Louisa Island was worth a look and we will definitely be back there for a night when the swell conditions are a bit more amenable. *Phase Three* took one look and decided that in the existing conditions it was untenable. *Tahiti* went in for a closer look just as a decent sized swell came through. According to witnesses on *Phase Three* they could only see our top spreaders and above. It would have been a delightful anchorage the following day. So we went a few more miles into New Harbour. What a fantastic spot!



New Harbour from Smoke Signal Hill (image Christian Narkowicz)

The rather sharp looking sets of rocks at the entrance to the bay afford some protection from swell and the orientation of the bay is SSE, so the usual SW swell does not get a straight run in. There is plenty of room in the far corners and a nice beach and river. The cray pots and rings got wet, flathead were caught, wetsuits donned and everyone went off exploring, either on or in the water or on land. There is a beautiful beach with a typical button grass tannin-stained creek flowing through it. From here it is only a few miles to Melaleuca along a glacial valley. The next day we climbed Smoke Signal Hill from which we could see Bathurst Harbour and the Melaleuca airstrip, not to mention views to Maatsuyker Island and up and down the coast. In the afternoon we motored around to Ketchem Bay. We met up with *Mystic* in the bay – they opted to keep going to Port Davey. But Ketchem - Wow! Ian took *Julienne* through a narrow channel and anchored in an amazing little nook behind a small island. *Phase Three* anchored just outside. *Tahiti* stayed out a little. I just donned a wetsuit and went snorkelling. With some of those enormous south coast abalone in the bag one of my ambitions was satisfied. I have no pictures of the bay, due to being in the water. I can only recommend that you take a look – at least on Google.



Ketchem Bay (image courtesy of Google Maps)

Julienne stayed the night at Ketchem. We (the rest of us) returned to New Harbour for a BBQ ashore, featuring fresh abalone. It was balmy with clear skies as the sun set over the southwest wilderness and we drank in the rare atmosphere, fully aware of how special the moment was.

The next morning we headed out and coasted along to Southwest Cape, picking up *Julienne* on the way. We had perfect conditions for getting in relatively close to the coast, the swell having abated to under three metres. The next stop was just around the cape in a gulch that it would be easy to pass without noticing. All three boats parked in McKays Gulch that we shared with a

couple of contented-looking basking Australian fur seals and schools of surfacing fish. The gulch became a hive of activity from all – Paul out in his tender going ashore at the head of the gulch, Ian putting the drone up, crew on *Phase Three* catching fish, *Juliene's* crew swimming and *Tahiti* brewing coffee and swimming. All enjoying the sunshine in a remarkable little corner.



Juliene, *Phase Three* and *Tahiti* in McKays Gulch (image Ian Johnston)

Juliene then went out wide looking for stripey trumpeter. We coasted up to Island Bay. *Phase Three* seemed to know what they were doing – going straight into a little cove and dropping anchor. We found out later that Paul had been dreaming about doing the exact thing for several years after finding the cove on Google Earth. Uniquely he put out a stern line and tied it to the base of a robust bull kelp.



Phase Three in a snug anchorage in Island Bay (image Christian Narkowicz)

Meanwhile *Tahiti* nosed into the bay quite cautiously, avoiding the bommies to drop anchor on a strip of sand. Good enough for lunch and a swim but plenty of rocks nearby. The aspect from this location seemed incredibly exotic and like nothing else I have encountered in Tasmania. The rock formations could have been Mediterranean.



Tahiti in idyllic conditions anchored in Island Bay (Image Ian Johnston)

We had lunch and some exploration of the bay. Ian then returned from his fishing in order to put up his drone for some images. We then had to decide whether to stay or to go. As *The Clash* used to say, "If I go there will be trouble but if I stay it will be double". *Tahiti* opted to head to Port Davey while conditions were favourable, aiming for Spain Bay. *Phase Three* made the same decision. Then, eventually, we saw *Julienne* heading out of Island Bay. It was an ecstatic Ian Johnston at Spain Bay, with a nice Bluefin tuna picked up near the Pyramids – sashimi and tuna steaks for all! Our decision to head for Spain Bay turned out to be the right one. At around 0300 a fresh westerly breeze around 30 knots came up, causing some minor chaos in Spain Bay. It would have been interesting managing those conditions in Island Bay. The breeze barely eased off for the next two weeks, but that is another story.

We will be south coast dreaming for the next few months until we can get back there to some spots we really liked the look of. It may be some time before a weather window corresponds with a work-free window but eventually we will get back there. Ian's enthusiasm is catching. We also have to get to the coast between Port Davey and Macquarie Harbour. West coast dreaming...

Christian

Wind Scrambling Easter Eggs and Sea Legs

Lewis Garnham

I have always enjoyed the east coast Easter cruise with memories of fair winds, azure blue seas and the lovely anchorages, especially those in Schouten Passage. This should be a good introductory fair weather cruise trip for newcomers. On *Minerva* were Tom (*SV Suhail*), Lizzie, son Eddie, and myself. Being the trip leader, getting the balance of boat and crew capabilities/goals for the conditions and destinations is not easy with a series of westerly fronts passing. After a few unfortunate cancellations, four yachts and three motor vessels were listed for the Denison Canal passage at 0900 on Good Friday. The night prior, *White Rose*, *Gitana*, *Minerva* and *Alida* (Sydney bound) sheltered behind Dunbabin Point in Norfolk Bay.

The first taste of westerly fronts came as we approached Fulham Island and made our way through the leads. *Serenade*, *Pascua Lama* and *Westwind* also transited in the carrying current of the high tide. The deep-drafted *Honeywind* followed much later in case of a deep keel grounding. Once outside the shifting sands of Marion Narrows, seductive blue seas, steady strong westerly winds and all sails set made a fast sail north. I watched *White Rose* duel the progressing relentless speed of late-arriving *Honeywind*. *Gitana* made good progress too, while *Serenade* and *Pascua Lama* toured, coastline hugging. Then Hellfire Bluff breathed heavily as, at Cockle Bay, the main was furled totally. The big boys powered on ahead, a spilling full sail race for the Okehampton Bay lunch stop. With two reefs in the genoa and full mizzen, we were sprung by 55 knot Spring Bay squalls. The Okehampton Bay Stakes win went to *White Rose*, second *Minerva*, with two disqualifications: *Honeywind* cut through the shellfish lease markers and *Gitana* motor-sailed. Prudence kept us anchored in a sheltered sandy cove, ignoring the intrusive noisy black fish farm. A social visit to *White Rose* soon saw the boys, under Phil's experienced enthusiasm, patching their ruptured dinghy. *White Rose* is a Tardis of space, not only in the clear surrounded cockpit but also a lavish banquet room below. While we bobbed on the air water boundary, the stars punctuated the night's black air space transition. *Pascua Lama's* row of purple squid-like side lights made it all feel surreal.

Seven am saw a Le Mans style start for Bryans Corner with a good breeze. *Minerva* tempted to fly a kite however the variable winds drew caution. *Honeywind* won this time! I was dismayed to see the usually empty Bryans Corner chock-a-block with all manner and size of boats, some like floating apartments. With an expected NE to NW frontal change all our anchors were dug well in. With crystal-clear water our trusty Sarca XL was seen burying itself into the sands. The shore walk was great but Tom's swim to *Minerva* was frozen at waist deep.

With Dengue Fever threat, fading early light, wet feet and bums, why BBQ ashore? In the well-repaired dinghy, David agreed to a *White Rose* social. It was Dunkirk, as we all arrived with prepared food to share. Cockpit drinks and then below to feast and yarn in the true spirit of Albatross yachties. Mushrooms soon started popping up everywhere!! Thank you Susan and David for being great hosts on your great boat.

With unpredictable weather and another front yet to pass it was an 0700 start. *Honeywind's* destination was Wineglass Bay and round Tasman for crabs and a deep keel route. *Serenade* and *PL* were going to stay at Swansea but later returned to Okehampton Bay. Sadly the Easter Sunday white rabbits were not able to boat hop this year in hopping wind fronts that scrambled the Easter egg dinghy delivery. The bunny on board still found a very excited Eddie! It was a beautiful sail south and as the wind eased the promised big colourful Nauticat MPS came out of the bag. All was re-bagged in time for the ambushing wind shots from Okehampton Bay. First anchorage was at Raspin's Beach however Tony from *Westwind* invited us all to join them and *Lemaris* at West Shelly with a campfire social ashore.



Lizzie catching dinner, and the ruins at Long Point on Maria Island (images Lewis Garnham)

Monday still had a strong westerly blowing, but in the lee of the shore we dinghied up the Prosser and were dismayed that there were no public boat landing facilities on the shop side, only locked and barbed-wired private jetties. A restored RAAF rescue boat, PT 10 *Safari*, was at anchor and we were kindly invited aboard for a proud owner's tour. Long gone are the three original Merlin engines but it cruises well and economically on the new. The westerly wind had moderated, the sun was shining and the sea was blue, so hopefully more summer holidays! Mid-afternoon, with the mizzen and genoa set, we had a 7 knot calm water sail in initially gusty winds crossing to Shoal Bay and up to the protected Encampment Cove. Spring Bay memories saw *Gitana* and *White Rose* turn back. We had a lovely anchorage and caught three well-sized flatties for the BBQ.

The next morning, after the arrival of *Gitana*, *White Rose* and *Storm Boy 2* we headed for Long Point for a walking exploration. A perfect day looking at the convict cell rows, brick barn and mill ruins and blond wombats grazing like sheep in a paddock. The Forester Roos were very wary, unlike many of the patable wombats that often half hid in logs. Thankfully Tom got his swim in recovering the stern dinghy anchor that had freed itself from the sweet rode end. *Westwind* and *Lemaris* returned home that morning. John and Dee Deegan, who had just completed a CYCT Tasmania circumnavigation, invited us all onto the magnificent motor yacht *Storm Bay 2* for sundowners. We all took it in turns to sit in John's special pilot seat and gaze at another magnificent sunset.



Maria sunset (image Lizzie Garnham)

Last day, Wednesday, a civilised 0830 departure, with a good time margin for the Narrows and Canal transit. With a dropping northerly wind astern, time for the big white symmetrical kite set. The forepeak wardrobe and procedures had been starting to override my confidence, so with Tom on board, a foredeck man, it was time to use the kites again.



Minerva running home (image Dee Deegan)

Setting spinnakers in good conditions is fun to do, in bad conditions they have fun with you! We exited the Canal at high tide Hobart time and headed for home, kite set again, but in a falling wind the iron topsail worked. A strong sea breeze came in at Betsey for the final run home. Despite ducking the challenging fronts, it had been a great sharing time with CYCT and other sailing folk.

Postscript: In the trip preparation, a raw water alarm was installed on *Minerva* and in that process a damaged hose was found and repaired, potentially saving us from a disastrous happening. Also, David on *Serenade* had renewed some engine hoses but not retightened the clamps. When going home off Hellfire Bluff a strange smell alerted David to discovering that the engine room was flooded up to engine mount level. Engines were stopped and the 240 V generator was started. Half an hour later an estimated 4-5 thousand litres of water had been pumped out. There were two problems: the raw water to exhaust clamp had loosened with the hose coming off, and the bilge alarm and pump switch had been turned off! A Lert is the best crew member on board!

Lewis Garnham *Minerva*

First Winter Forum for 2018

OpenCPN and AusENC: An Introduction

Using the official Australian Hydrographic Service digital charts on the shareware charting program OpenCPN is an economical way of ensuring you have up-to-date, official, charts on board. The first Winter Forum for 2018 will be a brief introduction to OpenCPN, concentrating on the licensing, downloading and updating of the AusENC digital charts.

Andrew Boon had been using (and trying to convince others to use) AusENC charts for many years with a commercial charting programme. Join him and find out how you too can use our official digital charts without breaking the bank.

The forum will start at 1800 hrs on Tuesday May 22

Venue: Training Room at the Derwent Sailing Squadron

Is your EPIRB registered with AMSA?

An email was received from Peter Hopkins, General Manager - Recreational Boating Safety & Facilities at Marine and Safety Tasmania: “We have received the latest stats from AMSA regarding EPIRB & PLB registration in Tasmania for 2017. It is concerning that EPIRB and PLB registrations with AMSA have dropped 24.16% since 2016. Boat owners are reminded that it is a legislative requirement that if they have an EPIRB or PLB that it **MUST** be registered with AMSA.

Please ensure your members check their EPIRB registration status, it may save their life. It is encouraging however to see the percentage of GPS enabled EPIRBs climbing.”

EPIRBs must be registered with AMSA. Registration is for a 2-year period and must be renewed if the EPIRB is still carried on board your boat. To register a new beacon or to check the registration status of an existing EPIRB, go to <https://www.beacons.amsa.gov.au/>. When you renew the registration of your EPIRB, take the opportunity to review your emergency contact details and make sure these are up to date. This could save precious time in the event of your EPIRB being activated. You can also register and renew registrations by email or hard copy – phone AMSA on 1800 406 406 for details.

If you no longer need an EPIRB, for example, if you replaced an old one when the battery expired or if you bought a boat overseas and replaced the overseas-registered unit with an Australian one, cancel the registration with AMSA and dispose of the old unit by taking it to a Volunteer Marine Rescue group (for a \$10 fee), or to Battery World (for a \$5 fee). Do not put it in your garbage bin! EPIRBs with out-of-date batteries can still transmit a distress call from the waste transfer station and must be responded to by the rescue authorities.

In summary:

- If you buy a new EPIRB, register it with AMSA before installing it.
- If you have an unwanted EPIRB: take it to a VMR group or Battery World for disposal.
- If you receive an email from AMSA reminding you to renew your EPIRB registration: renew the registration (on-line, email or snail mail) and review your emergency contact details at the same time.

See also <http://www.mast.tas.gov.au/recreational/boating/epirbs/>.

Andrew Boon

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

New Members

APPLICATIONS FOR MEMBERSHIP

Koza

Carola Melville and Jim Graham

Duet

David Bowker

Endurance

Donald Hine and Angela McKenzie

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication 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

Huckleberry

Robert and Fiona Doe

Spirit Silver Edition

Ginny Gerlach

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.

News

Proposed Marina development for Flinders Island

Most of you would be aware that several members of the CYCT prepared the contents of a book that was released during September 2017 entitled *Cruising North East Tasmania*. I know many of you have visited this remarkable area, some say 'I plan to do it next year', but never make it for various reasons. Access to a modern floating marina at some location around the shores of the island may reduce the fear factor. The Flinders Island Council has commissioned an engineering assessment relating to the practical and economic impacts of constructing the infrastructure. If you are interested to learn more, the report prepared by Burbury Consulting can be located under [Proposed marina development for Flinders Island](#).

BYC yacht grounding on Flinders Island

The strong westerlies had a casualty in late March, with *Clairvoyant* dragging from behind Roydon Island onto rocks near West Beach on Flinders Island. Thankfully all crew were safe ashore at the time. A report was heard that *Clairvoyant* was barged to Bridport with a view to salvage. Roydon Island is relatively short (only about 1 km) and apparently in a strong westerly (reportedly around 60 knots on the day), seas come around both sides of the Island and meet at about the area of the anchorage, making conditions aboard an anchored boat very uncomfortable. This is something to consider when selecting an anchorage in the area at a time when strong westerlies may occur.

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 General Meeting held at DSS on 10 April 2018

Opening

The Commodore opened the meeting at 7.30 pm and advised that the Rear Commodore (Lyn Peach) had agreed to be Acting Secretary until the Annual General Meeting in September.

Attendance

Thirty members attended the meeting plus two guests (Robert and Fiona Doe). An attendance sheet is attached to these minutes

Apologies

Apologies were received from David Mitchell, Brendan and Catrina Boon, Brian Parkinson, John and Sally Tisdell, Dave Davey, Annick Anselin, Alan Braddock, Dinah Jones, Damien and Elaine Killalea, Darren and Kris Schmidtko, Stefan Eberhard, Bronwen Prazak, Gary and Jill Butterfield, Chris and Wendy LeCornu, Judith de la Mare, Jackie Zanetti, Alex Papij, Liz Garnham, Tom and Jill McCabe, Duncan and Eva McKenzie, Dean and Catherine Johnston and Judy Clark.

Minutes of the last General Meeting (6 March 2018)

It was moved Barbara Willson, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 6 March 2018 be signed as a true record of the meeting.

Carried**Business Arising from those Minutes**

Nil

Introduction of New Members

The Commodore welcomed to the Club and presented burgees to the following new members, who introduced themselves and gave a brief summary of their boating history:

Chris Heath (*Dreamtime of Hobart*)

James and Janine Crotty (*Bliss*)

Daniel Mountford (*Trey-de Mayo*)

Rear Commodore's Report – Lyn Peach

The Rear Commodore reported that arrangements were in hand for the June long weekend, with a buffet dinner at the Kermandie Hotel (\$40 per head) on Saturday 9 June and a dinner at the Living Boat Trust shed on Sunday 10 June (\$30 per head). Additionally, the Wooden Boat Centre would host a cocktail party and guided tour of the workshop on Sunday at 4.00 pm (\$15.00 head). Details would be posted on the website.

Ideas were sought from members on guest speakers for June and July.

Vice Commodore's Report

The Vice Commodore was an apology, but her report is in the *Albatross*. The Clean Up Australia Day cruise was scheduled for 19 – 22 May, with details on the website. Attendees were requested to register an expression of interest on the website.

Treasurer's Report – Shona Taylor

The Treasurer reported a profit of \$5,600 for the year as subscriptions had increased, with the only major expenditure being the Club banner and the new website.

Commodore – Andrew Boon

The Commodore's report is in the *Albatross*. He had recently returned from a cruise to Port Davey.

Women on Boats

The Commodore reported that Women on Boats were holding their April meeting at the Kettering Yacht Club where the Channel Brigade of the Tasmania Fire Service would be demonstrating various fire extinguishers before letting members try their hands at extinguishing a live fire. Their May meeting will be a demonstration on how to pull down, clean and reassemble a winch. Women on Boats asked if any members had a winch they could borrow for this purpose. Member Phil Bragg offered to talk to Kim Brewer about the use of his winch.

Editor

On behalf of the Club, the Commodore thanked the Treasurer, Shona Taylor, for publishing the April edition of the *Albatross* at short notice. The Treasurer expressed her thanks to the Webmaster, Tony Peach, for his assistance in this task and asked for volunteers to act as a back-up for future editions should the Editor be unavailable. Fiona Tuxen volunteered to undertake this role, and requested some instruction on the process.

Items from Other Officers/Other Business

- The Membership Officer requested that boats fly the Club burgee when out on the water
- Member Bryan Walpole reminded the meeting that the New Norfolk cruise would be held on the weekend of 14-15 April, details on the website.
- The Commodore advised that the Club had been asked to provide a letter of support for the proposed marina at Lady Barron, Flinders Island. This proposal has been under discussion for at least five years and the number of possible berths is unknown. Any members who have any information or ideas on such a proposal were asked to see the Commodore.
- The Club has the opportunity to make a presentation to the panel that is reviewing the proposals for Storm Bay "offshore" leases. The Commodore asked if any members would be willing to assist with this.
- The Commodore advised that past member Steve Darden had recently passed away.
- On behalf of the Club the Commodore sent best wishes for the Club boats that had either left or were soon to leave on extended cruises, including *Ocean Child*, *Dalliance*, *Irish Mist*, *Alida*, *Lemaris*, *Charon*, *Juliene*, *Rusalka* and *Jervis Bay*.

Next Meeting

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday, 1 May 2018 at 7.30 pm.

Close

Guest Speaker

The Guest Speaker was Club Member Kate Johnstone who spoke about a presentation given by Richard Grimmett (Head of the Conservation Division at BirdLife International) called “Saving the Albatross”.

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
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Gitana sailing beautifully down the east coast (image Lizzie Garnham)



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