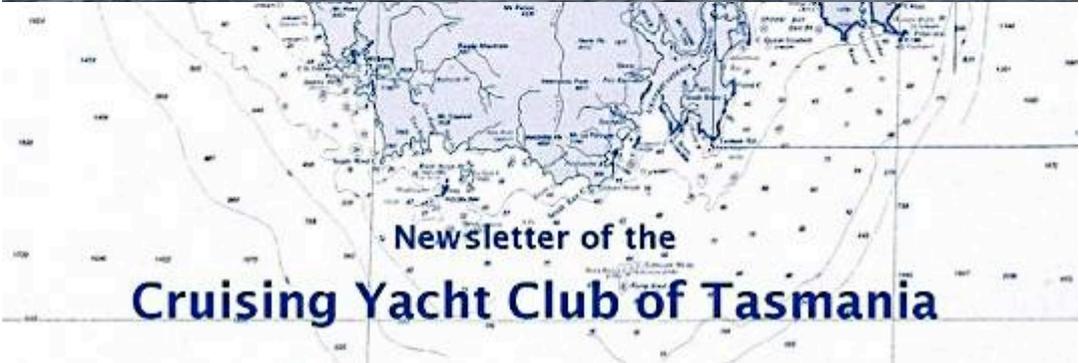


Albatross

Volume 44 No 5 June 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: *Minerva* (Lew Garnham) powering down the east coast during the Easter east coast cruise
(image Cynthia Coffey on *Gitana*)

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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>June</u>	
Mon 4 th	Committee Meeting @ 7.00 pm. Venue DSS
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.
Sat 23 rd – 24 th	Dark MOFO – coordinator Sheenagh Neill. Entering Constitution Dock at 1100 Saturday leaving 1100 Sunday. Bring red lights.
Tues 26 th	Winter Forum @ 6.00 pm. Venue DSS training room
<u>July</u>	
	Committee Meeting TBA
Tues 3 rd	General Meeting @ 7.30 pm. Venue: DSS
Tues 10 th	WOB meeting @ 5.30 pm. Venue DSS
Tues 24 th	Winter Forum @ 6.00 pm. Venue DSS training room

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



It is the season for cruise reports obviously, with lots of good reading this month. And we have a big long weekend coming up and Dark Mofo as well. Winter need not be spent sitting by the fire darning socks and knitting thermal underwear.

Wind and rain have been dominant features over the past few weeks. Unfortunately there have been quite a few boats breaking/dragging moorings. *Absolute Waterfront* spent a bit of time on the hard last week, sitting on a small gravelly beach in Montagu Bay. A very lucky landing spot it seems, with minimal damage, apparently. Another yacht landed further across on rocks and it is now on a cradle at BYC getting hull damage repaired.

It is great to see some enthusiastic writing about our cruises. I really enjoyed last month's contributions to *Albatross* and I have been eagerly awaiting some reports re the Port Davey experiences of CYCT members over March and April. I will be selecting a best article award this year to be presented at the annual dinner. This will be the Editors' Award for the article from the past 12 months that best encapsulates the spirit of cruising within CYCT. That is all the things that we love about cruising in company with fellow club members: camaraderie, adventure, helping one another out, sharing wisdom, taking the mickey, sharing meals, friendly competition, appreciation of the marine and on-shore environments, and just generally having a good time.

For those of you who appreciate writing, and I know there are a few out there, I encourage you to consider taking on the role of Editor at the next AGM. I took on the job as a new member two years ago, mainly because Sheenagh was going to be going to committee meetings anyway. But it looks as if she will not be considering a committee position the next time around and I also think it is time for a fresh look at *Albatross* from a different editor. All you need is to be able to drive a computer, catch most of the typos, put in pictures, and enjoy doing it most of the time, because it has to be said it is largely a thankless task. The *Albatross* is still important in the club for many members. It has been published for over 40 years and it, hopefully, will continue to be published in a printed form for quite a few more years. The position has a few good things to recommend it: it is a good way to get to know people in the club and what they are up to; the editor gets to read the articles before other members and before the controversial, inflammatory and salacious sections get removed; there is some satisfaction in seeing the finished product when it actually meets your standards; you can say (almost) what you like and there is nobody to remove your comments. So, give it some consideration over the next few months.

Christian

Commodore's Report



There was plenty of action during May, both on and off the water. Mother Nature reminded us who was boss during the SE conditions with floods, strong winds and high seas. The Committee made a decision to dispose of the Nubeena mooring which also raised a minor storm. This decision is being re-visited at the next Committee meeting. Thank you to all who have contacted me about this matter.

I attended the first of the Marine Farming Review Panel hearings in Hobart and made a presentation in support of our written submissions to the draft Marine Farm Development Plans for Storm Bay. There were three hearings, one for each of the proposed farms (new farms for Tassal and Petuna and a variation to Huon's). I agreed with the hearings' organiser that, since our submission was almost identical for all proposals and the same Panel members were reviewing all proposals, I would make only one presentation that would apply to all three. The first hearing was into the Tassal proposal and mine was the first presentation. I received a good hearing and the questions from the Panel indicated to me that my message was understood. My notes are on the website in Documents, Cruising, Fish Farms (the name, not the folder icon).

I also attended the public meeting convened by MaST to discuss the projects proposed for funding from the Recreational Boating Fund. The Club did not submit any proposals this year but the meeting was a good opportunity to hear what others are proposing and to catch up with MaST officers and CEO. As well as the usual boat ramps and pontoons, there are some interesting ideas – have a look at <http://www.mast.tas.gov.au/wp-content/uploads/2018/05/Web-Site-2018-RBF-Applications.pdf>

I am looking forward to our regular June activities: a trip up the Huon River for the long weekend then adding some colour and movement to Constitution Dock during Dark Mofo.

Don't forget to fly your burgee!

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



I have been lucky enough to escape the storms of late here in Tassie. Melbourne just rained as it often does. With all the recent storms it's a timely reminder that when we come across any debris or obstacle in the water the first port of call is to call Tas Maritime. They will issue a Sécurité and, if applicable, alert MAST or the fish farm owners (for fish farm debris).

There are two cruises coming up in June. The Peaches are leading the annual Kermadie Cruise and it looks like Lyn has lined up some great onshore activities whilst Tony is leading the cruise. Register on our website if attending any event.

“Light your Boat Red” for our Dark Mofo cruise, on the 23-24 June. It would be great to see members dress up their boats for the last weekend of Dark Mofo. I have been in communication with the Royal Yacht Club of Tasmania and Derwent Sailing Squadron. Our arrangements are well on the way to completion with all relevant people contacted. Tas Ports will open up for us at 11 am on Saturday (this is earlier than in previous years so let's see how it works). They will do the same on Sunday at 11 am.

Please understand we cannot exclusively book the dock so there may already boats residing there or boats may arrive whilst we are there. Tas Ports will contact any boats regarding this first. I will also check on the status quo on Friday. For boats without holding tanks, there will be two keys for members to access toilets over the time we are there. Please return these to me before our departure. The cut off date for boats attending this cruise is 19th June. If you are intending to come on this cruise you will need to register on our website. There is a cost for using the dock of \$30 per boat, payable either online or on the day to me.

I will work from a rough plan for entry, the limited space will mean boats will need to be prepared to raft up (biggest first). To help with rafting, Christian will have our tender in Constitution Dock and I will be there to help with lines. I will have a hand-held radio, so please be on dual watch with yours. The exact station will be called on 16 as per usual arrangements for cruises. There are feasts and other Dark Mofo events to participate in. Don't forget your red lights!

Let me know if you want anything else for this cruise.

The annual Clean Up Weekend has been postponed. Once again we have had the pesky westerlies that have played with every cruise we have organised this summer. So I will let interested members know when we are heading out again to complete this cruise. We aim to go to Great Bay. Kingborough Council is helping by collecting our rubbish at the end of the weekend. A bbq is still on the plan.

Our committee started with a motto “more cruising less work”. It is great to see lots members volunteering for our club. We share a common joy and that is the sea. Sharing club work means we can all get out on boats and into our beautiful waterways.

Keep warm and happy sailing

Sheenagh

Rear Commodore's Report



Thank you to all those who have registered for the Kermandie/Franklin cruise and functions on the June long weekend. The following details are on the website – the fleet will arrive at Kermandie on Saturday 9 June and either berth at the marina or, if there is an abundance of boats, some may need to anchor out. Berthing will be on a first come first serve basis. Warm gluhwein will be served aboard *Westwind* prior to the buffet dinner at the Kermandie Sass restaurant, 6.30 pm for 7.00 pm, \$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 at 4.00 pm for \$15 per head, with wine for \$2 per glass. The Living Boat Trust will then host the traditional three course dinner in their shed, 6.30 pm for 7.00 pm, \$30 per head (please BYO drinks). Registrations are open until 1 June. If you would prefer not to register on the website, please email me (lynpeach@gmail.com) advising which of the three functions you will be attending, whether you will be bringing your boat, and also of any special dietary requirements. Just a reminder – the three functions are to be paid for at the venues, with cash needed for the cocktail party at the Wooden Boat Centre and also the dinner at the Living Boat Trust, Franklin. This annual weekend cruise is always a lot of fun, so we look forward to seeing you there.

Thank you to Club Member, Damien Killalea, for the very interesting and informative presentation he gave at our May General Meeting about cruising in the Greek islands. He certainly has a wealth of knowledge on the subject, which he would be happy to share with any members who are thinking of embarking on such an adventure.

We look forward to seeing you at our next General Meeting on Tuesday 5 June, at which Club member Alex Papij will speak about his recent cruise to New Zealand on *Rusalka*. His talk will focus on weather predictions and passage routing, and he will share with you how he overcame unpredictable weather on the return journey, necessitating several changes to the route, serious use of the storm jib and eventually a change to the final destination.

Lyn Peach

Membership Officer's Report



New members are still finding us in lots of ways, either from our website, meeting at our cruise destinations, from our banner, word of mouth, and realising that this is the boating club to be part of. The applications on our CE website are always fairly complete and from all accounts very easy to use. Our membership has received a further 4 applications for this month. Our current membership status is: Family 286, Life 6, New 5, Single 30, Social 8, Provisional 2. Total 337.

I have been asked to coordinate the well known Boaties Market, which has been held every two years at the Kettering hall in conjunction with the Kettering Yacht Club. This year the date selected is Saturday 29th September, from set-up at 7.00 am to 9.45 am inside the hall, then doors open at 10.00 am till 3.30 pm. There is a cost for the stall, probably \$30 per bay, which includes trestles. For larger items, boats on trailers, big things, we will be allocating parts of the sealed car park. We are considering holding a giant auction for all unwanted goods at the end. The market is the place to bring along all your unwanted boating bits and pieces. Rent a space inside the hall and convince another boatie that your stuff is better and cheaper than the bloke's next to you. So long as you can carry it, and it fits the theme, it is acceptable for the market, bring it along, maybe share a stall with a friend, a lot of people seem to bring back the stuff that they bought for a bargain two years ago. It is a lot of fun and a coffee and sausage sizzle will also be there. I will be asking for help from 4 club members to assist on the day. Flyers and advertising will commence a few months beforehand, more information will follow.

Finally, Don't forget to take your name tags home with you after our monthly meetings and see if you can remember to bring them with you to the next meeting .

Richard Taylor *Easting Down*

Guidelines for Albatross articles

My preferred format is a Word document by email but I am happy to accept typed or hand-written documents. 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. Please ensure correct nomenclature of places, boats and people. Italicise boat names. Avoid bold text.

Facebook

It is great to see members enjoying our closed Facebook group. We are getting good engagement from members. It's all about sharing photos or comments about your on-water experiences. As winter approaches, I enjoy the posts from far away warm lands. I know we will be heading that way in a couple of years, that is if the Government doesn't keep increasing the retirement age! Posts by Sally Holt, Stuart Mackley, Chris McHugh and Peter McHugh are always worth looking at. Keep up the great sharing everyone involved.

Closed group 118 members.

Data below show members were very interested in the committee's decision to go from reviewing to looking at selling our Nubeena mooring. I consider \$ 300 for maintenance money well spent. As Vice Commodore a lot of members contact me to let me know they have enjoyed picking it up. I know many solo sailors in our club who really appreciate a break on the mooring. It has nothing to do with anchoring skills. I do hope common sense will prevail. Thanks and congratulation to Lew Garnham for organising and getting the Nubeena mooring serviced. Check our website for the latest expectations on mooring use.

TOP POSTS



Lewis Garnham · The Nubeena mooring is to be sold from the CYCT members without their full consultation after a committee decision where not all the committ...

👍 28 🍷 65 💬 85



Sheenagh Neill · Tahiti's new AIS with built in wifi and anchor watch system is working beautifully. These are examples of the plots from same direction or wind s...

👍 17 🍷 7 💬 75



Stuart Mackley · Heading towards Cape Brett

👍 8 🍷 21 💬 74



David Mitchell · After a lovely evening ashore, bbq and good company, we awoke to yet again a beautiful morning at Sykes Cove and then a walk over the hills to Buryin...

👍 7 🍷 14 💬 74



Peter McHugh · Chinamans Bay this evening. The calm before tomorrows gale. Could be here for a few days.

👍 5 🍷 17 💬 80

Public page:

140 likes, 145 follows, 2 contacts through the Page this week to the club's membership page on our website.

Sheenagh

Women on Boats – May 2018

Winches for Wenches

Another great meeting for our WOB in May. Women on Boats continues to thrive with a variety of presenters, topics and practical sessions, which never fail to inspire our CYOT members. This month saw a session led by Ginny Gerlach, a Master V, Coxswain Yachtmaster offshore instructor. With over 30 years of experience, Ginny is well positioned to demonstrate important details about best practice, in both using winches to our advantage as well as the important task of routine maintenance and repairs when required.

Topics covered

How best to grind and tail
Warps are always clockwise
Safety first

Using a “vice grip” for control and doing the “waltz” as muscle memory for quick release
How to wrap, and how many wraps are enough?
Winch handles and appropriate ways to pick them up, storage related to individual skippers' preferences, correct insertion of the winch locking mechanism

Practical demonstrations

A collection of winches was dismantled and inspected for wear and damage. Correct maintenance procedures were highlighted. Some very useful tips were provided, with several ladies helping to reassemble winches after inspections had been carried out.

It was a thoroughly enjoyable evening, full of information and practical tips. Thanks very much to Ginny and her helpful assistant Chrissie from EOS Sailing, who worked hard to present an excellent session.

P.S remember the 7 P's: Prior practice, preparation and planning prevent poor performance!

Tracey Taylor



Getting at a winch (image Tracey Taylor)

Crossing the Tasman on a Boat

David Mitchell

I remember attending a CYCT meeting a while back where a club member gave a talk and at one point made the comment “hasn’t everyone wanted to sail around the Horn”. I seem to recall the many murmurs of not necessarily, and thinking well no, but perhaps it would be pretty special at least to be able to say I have crossed an ocean on a yacht.

Around 6 months ago, Mike Ponsonby asked me if I might like to crew with him on a trip to Port Davey and up to Macquarie Harbour. Of course I jumped at the possibility of making such a trip. After all who doesn’t wish to sail to Port Davey. Not long after this Alex Papij asked if I might be interested in sailing across the Tasman Sea (an ocean) to New Zealand. So what to do? Being a loyal sort of chap I had to decline the latter offer on account of having already committed to Mike’s planned trip. I couldn’t do both, as the dates for the trips would clash. However, events transpired against both of these trips, on account of Julie having been taken ill. In the interim Alex had sorted out his crew. However, there was a silver lining in this chain of events. Alex still needed to bring *Rusalka* back home to Tassie, and having been asked by Alex if I might be interested and available naturally I said yes.

Now you could argue that even though over these last 2-3 years I have managed to rack up quite a few nautical miles sailing, in truth as a non-boat-owner (yes I know – I still haven’t been able to cross that hurdle), and someone still relatively inexperienced in the complexities of sailing, that embarking on such a potentially difficult passage might not have been wise to commit to. My take on this is different. That being if you don’t take advantage of the opportunities presented in life, you miss out. I had no intention henceforth of saying no to this chance, and besides I was keen to head over to New Zealand again, a country in which I have spent quite a bit of time over the years and that I love.

And so it was on the 23rd of April, I found myself once more in Christchurch. It had been some years since I had last been into the city proper, prior to the earthquakes 7 years ago. I knew it would be sad: intriguing but at the same time hopefully positive to see how Christchurch had fared since these events. What I found was a city that, despite a lot of activity, is still desperately trying to recover from the devastating impacts of the quakes. There remain so many sites around the city that are still devoid of buildings. So many streets remain blocked off. The effect of this is that the once vibrant and alive city remains in part lifeless and graphically scarred. I remember well the many gracious large Victorian buildings, which previously had served as hotels, government offices, shops, bars and restaurants around Cathedral Square. Today, there remain but two such buildings, while the spiritual heart of the city, the Cathedral, is a ruin. However the Arts Centre, while damaged by the quakes, is at least being rebuilt and remains both an artistic and community space with a vibrant Saturday market, which I visited. I spent my days in Christchurch exploring on foot all I could see, and of course found many a decent place to enjoy some great food and many a craft beer.

From Christchurch I took the bus up the coast to Picton for a couple of days before heading over to Nelson to meet up with Alex, Jackie, and Anne Wagner (our other crew member) at the boat. With gear stowed it was time for a quick tour of the boat, including the galley and provisions, storage etc. Over the next few days Alex progressively guided us through all the relevant equipment and procedures including MOB. Further last minute provisioning for the trip was made but as it would turn out we had more than adequate food for the trip, Jackie's food preparation for the trip being nothing short of impressive. I used the time in Nelson to enjoy what the town had to offer including the botanical gardens, visiting the Saturday markets as well as relaxing over a beer or three, as well as coffee and hot cross buns, (it being Easter).

While the anticipation of departure started to play on my mind and I for one felt the hunger to leave, such notions were tempered by the sensible acceptance that we needed to be patient to try to ensure we could have a decent weather window for the passage. Alex on a daily basis constantly pored over the various weather models he was downloading plus reviewing all the information provided by Bob McDavitt (MetBob) to not only determine when we should depart but also the safest sailing route for crossing the Tasman. Jackie finally had to leave for Tasmania and we then made a commitment to depart on Tuesday 3rd of April. Following clearance from Customs in Nelson we slowly made our way out to sea across Tasman Bay and into Cook Strait.



Excited to be leaving Nelson, Anne on the helm (image David Mitchell)

Predictably, both Anne and myself suffered somewhat from the need to feed the fishes. Thankfully, over the coming days, this malady eased for both of us. I recall being on a late watch overnight with the oil and gas rigs on the horizon for company. Over the following days we all

settled well into the familiar routine of 3-hour watches and notional 6 hour down time to do everything else one does on passage. By day 3 the weather conditions were calm and we were doing a lot of motoring. Thankfully, as a result of Jackie's keen insistence, Alex at the last moment had bought an additional 3 Jerry cans of fuel and so was able to top up the tanks with an extra 60 L. While it was considered unlikely we really would need the extra fuel it gave us peace of mind. And that isn't such a bad thing to have. As a result of Alex having invested in an Iridium Go, a portable satellite hotspot, we all were able to send text messages back to family and friends while at sea, even if for some unfathomable reason most of mine and Anne's messages seemed to be written in Chinese when received at home. Its other important use was for downloading weather data and for emails: to Jackie so that she could update the trip blog on Rusalka.com.au; and to MetBob to discuss weather and routing. It pretty soon became clear that we would need to change our course and head in more a NW direction. MetBob and Alex were of the same viewpoint that there were some very nasty conditions coming our way, which didn't bode well. We needed to make haste to avoid the very worst of it, especially this dirty big dark red/black looking low-pressure cell, as per the grib data that we were all poring over via the various met models.



Alex and Anne getting an exciting email (image David Mitchell)

By Day 6 we were fast closing on the half way mark and in view of the nasty front we were likely to have to pass through we changed the genoa to the storm jib, which time would show was a very smart move. The jib handled the conditions really well. Another thing we also tried out prior to actually needing to do so was heaving to, so Anne and myself could see just how effective a tactic this is. But more on this later.

Woo hoo !! late on day 7 while heartedly tucking in to Jackie's barley and mushroom soup, Alex called out that we had passed the halfway mark of the passage. Were we excited – damn right we were. As expected, the nasty front soon started to make itself known to us. The sea and wind conditions rapidly strengthened as we beat into 2.5-3 m seas with the winds reaching up to a consistent 20-25 kts. And then there was lightning and soon the wind gusts had increased to

well over 35 kts and the sea intervals shortened. The thumps on the hull and waves crashing over the cabin top were deafening, water falls cascading past the port lights and over the decks. Around 0530 after Alex had been up pretty much all night and sharing our watches he made the call to heave to. And thereafter we all rested, for the next 5 hours. It was such a palpable relief.



Hove to for a rest. Storm sail backwinded, mainsail mostly furled (image David Mitchell)

Across the next day, the conditions just did not let up, and if anything actually appeared to worsen, with sea heights reaching up to 4-5 m, with breakers in varying directions. Both Anne and I wondered when Huey (the god of weather) might give us a break. Eden, did I hear anyone mention Eden, well yes that had been our original intention for landfall back in Oz, but given the prevailing weather conditions, Plan B or was that C or? We came up with a new plan. We would head to Newcastle.

Day 9 brought relief, the winds died down to calm conditions and the seas returned to a state upon which one could walk around the saloon with ease. A sense of calm prevailed upon the good ship *Rusalka*. Oh and yes our hunger for food returned, well Anne's and mine did. Alex on the other hand had no troubles eating, whatever the conditions outside were like. Anne coined the phrase the Tasman Sea Diet. We wondered if it might take off, though somehow I suspect it most unlikely. It is funny how a dry biscuit, some nuts or dried fruit or even just a cup of soup can seem so appealing at sea. At home, much of this would be consigned to either simply snack status or not at all to be consumed. Hmmn.

To quote a line from 4 weddings and a funeral, "bugger, bugger, bugger!!" Huey hadn't quite finished with us now had he? On Day 10 we had a long and arduous day of battling a strong current (of 3 kts plus) as we did indeed try to swim upstream, against a crashing sea and strong winds once more. It was bloody uncomfortable. With all onboard essentially knackered, Alex made the right call for us to heave to once again so that we could rest. It was very much needed. After 5 hours and with slightly improved conditions it was time to head off once more, especially given we were only approximately 200 nm from our destination. Overnight the conditions did finally abate. With shipping off the Newcastle shores being our next hazard all

eyes were glued to the horizon, the AIS and Radar. And yes there were some ships. With morning breaking and a rather large cruise ship bearing down upon us, a radio schedule plus a short sharp gust of wind hitting us this was something of a rude awakening. However, all was well, the ship gave us room and the weather once more was calm. We motored towards Newcastle and soon, the call was made: Land ahoy !!! (well something like that). It was so good to see land after the past 10 days of water, and water everywhere. But do you think the weather god had finished with us? Not likely! After Alex had made the call to Border Force to advise them of our expected arrival, one hour earlier than previously advised, we were hit once more with strong winds of up to 40 kts on the nose. *Rusalka* with her engine powering became more of a speedboat than a yacht as we bashed our way into Newcastle.



Finally on *terra firma* at Newcastle but the weather continues to surprise (image David Mitchell)

After docking initially at the Border Force buoy we made our way to the marina to be officially let back into the country. With passport checks, paperwork completed plus a drug sniffer (device) perusal of the boat and quarantine review of our remaining food supplies, we were finally home. Jackie was allowed on board to greet us all properly (hugs all around) and that celebratory first beer was enjoyed. Jackie had made the effort to fly up to Newcastle to meet us, and I am certain for Alex it would have been a welcome sight to have her with him once more. The thing that we all now desperately were looking forward to was a hot shower, clean clothes and a decent cold beer/wine and meal on a non-moving platform, aka the pub!!

So, in conclusion, did the trip satisfy my perceived need to cross an ocean? Well yes, absolutely. Am I glad I made this trip? Again yes, absolutely. Would I like to cross further oceans. Hmm, well that possibly is a slightly more difficult question to answer at this time. So I think the best answer I can give is, not for the foreseeable future.

David Mitchell

Partial Circumnavigation Mar-Apr 2018**Paul Strong and Sally Schofield**

The plan was for *Tahiti*, *Phase Three (P3)* and *Julienne* to meet at Dover. After a bit of bother exiting *Cygnets P3* tore her headsail but Jeremy Firth very obligingly whipped it up to Nick at Doyle Sails and we were good to go that night (thanks Jeremy). We took the inside route to Recherche around Bowden's Mistake, which had a huge sea on it, then out between Blind Reef and Foxy Break. Blind Reef looked spectacular in the 6 m swell but not a ripple on Foxy. Has anyone ever seen it break?

We left Recherche early the next morning. Our intention was to look into and if possible photograph some west coast anchorages for the next edition of Ian Johnston's Mudmap Booklet. *P3* had a look into Shoemaker Bay but quickly came out when the swell started to hit the bottom. There was a fishing boat anchored on the western shore though. We looked into Dinghy Boat Harbour, Deadman's and Louisa but in the leftover 6 m SW swell we decided to keep motoring to New Harbour, which was perfect inside. We caught some big flatties and had a calm night.

The next morning we climbed Signal Hill for a magnificent view along the coast and up into Bathurst Harbour. The swell had abated so that afternoon we went round to Ketchum Bay where Ian anchored in 3 m of water behind Ketchem Island. Some of us had a swim and dive in the afternoon sun. *P3* and *Tahiti* returned to New Harbour for the night and enjoyed a bbq ashore in beautiful warm and sunny conditions. Next day the swell was almost gone and it was clear and sunny. We had lunch at McKays Gulch on the west side of SW Cape. Our next stop was Island Bay. This is a well-known fishing anchorage and in good weather there is a multitude



P3 anchored in a cove off Island Bay (image Paul Strong)

of amazing inlets and bays to explore. *P3* anchored then stern tied to the shore in 7 m of water and about the same distance from the shore. *Tahiti* found a patch of sand in the next little bay. We spent several hours exploring this amazing anchorage. The weather was superb and you could have been forgiven for thinking you were in the Greek Islands in this amazing location. We enjoyed a lazy motor sail into Port Davey in the late afternoon sun. A gathering on the beach at Spain Bay saw us enjoying fresh tuna sashimi. Thanks Simone and Ian! Later that night the boys had some success with the rings and were rewarded with 4 crays.



Gathering for fresh bluefin sashimi on the beach at Spain Bay (image Christian Narkowicz)

The next day saw a dramatic change in the weather. Low cloud and rain accompanied by a hard NW wind. Okay for a day but for 2 weeks? Time was spent exploring Old River. *P3* and *Julienne* went across from Clayton's hoping to get across the bar, and make our way into a side branch of Old River. Ian tried in several places to find a way through but gave up after running up on something solid and needing to kedge off.



Heading up Old River (image Christian Narkowicz)

So we resorted to taking the dinghies up Old River as far as the landing where we walked up to a stand of young Huon pines.



The ladies heading off to explore Horseshoe Inlet (image Christian Narkowicz)

We also attempted to get up Davey River. We headed across to Bond Bay where we had a lovely leisurely walk along the beach: collecting shells, sampling bush tucker and checking out the Clayton's previous home site. Paul Peacock (*Pacific Haven*) joined us on the beach hoping, like us, to get up the Davey. By the time we returned to our vessels it was too late to attempt the Davey that afternoon so we opted to go the following morning. After a blowy night the wind and rain deterred all but Ian from attempting the Davey. We left Bond Bay for the shelter of a Bathurst anchorage.



Juliene and *P3* berthed at the Clayton's jetty (image Christian Narkowicz)

We had various trips up to Melaleuca to exchange crews and check the latest forecasts on WIFI. We were lucky enough to be invited into Deny King's old home by Janet and Jeff Fenton. We managed to get in a few hill walks and plenty of socialising between the boats.



The Breakseas from Mt Mackenzie out of Wombat Cove (image Christian Narkowicz)

Some favourite anchorages included Wombat and Casilda Coves. In both these anchorages we tied up to trees onshore. A few nights were also spent at Clayton's, my preferred anchorage, because when it is merely blowing hard at Clayton's it is blowing a gale at Kings!



Paul and Ian looking down on Casilda Cove from Balmoral Hill (image Christian Narkowicz)

We enjoyed several evenings around an open fire in the Clayton's old home, a very convivial atmosphere under the watchful gaze of Clyde and Win.



Sheenagh, Ian and Endra O'may with Clyde and Win Clayton, at Clayton's (image Tracey Taylor)

Finally a weather window appeared for a trip south. *Tahiti* and *P3* had work commitments and the long term forecast for heading north was not great so it was decided we would head back to Recherche. Meanwhile Ian, who had more time, endured what at times was an uncomfortable trip onto Macquarie Harbour where he planned to do some work on his boat before returning to *Cygnets*. *P3* and *Tahiti* set off in what was still a big swell outside Port Davey but by the time we rounded SW Cape it had flattened off and we enjoyed another quiet night in New Harbour. The next day we anchored at west Louisa for lunch, a much nicer anchorage than behind Louisa Island, then on to Recherche.

We didn't make it around Tassie. We chose what should have been a suitable time to go and we had a plan but consistent gale force westerlies/nor'westerlies were not part of that plan! Despite this we all had a great time and there were many highlights to remember

- Superb weather and scenery along the south coast
- Anchoring in new and amazing bays and gulches
- First time to Port Davey / Bathurst Harbour for some crew members
- Club Wombat on *Tahiti*
- Amazing dinners on *P3* provided by their host chef
- Book readings next to the fire in Clayton's Cabin
- Cosy anchorages like Casillda Cove
- Exploring new parts of Bathurst Harbour

Sally Schofield and Paul Strong

A Cruise With a Difference

Bryan Walpole

Sitting at home, looking out over the Derwent late one afternoon, the phone interrupts my reverie: “Can you join an oil rig on a three week tow, next week?” It turns out the drilling rig *Ocean Monarch*, currently off Fremantle, has an assignment in Bass Strait, and needs to cross the Bight under tow. As she will be over 300 miles from land, and self sufficient, a doctor is needed, as there is no possibility of helicopter evacuation, and the rig has a high risk for trauma. Having always wanted to cross the Bight, and it looks increasingly unlikely I shall do it under sail, this presents an opportunity not to be missed, and from west to east, the comfy way, too. First, I need to do the BOSIET (Basic offshore safety induction and emergency training) and HUET (Helicopter underwater escape training). Off to Melbourne for a rather challenging three day course, and I was the oldest person to complete it. This included being inverted underwater in an enclosed cabin and escaping by pushing out the window, causing me near panic stations!

So I was at Fremantle by 0600, Feb 18, for boarding. First via a fast harbour launch, then I climbed onto the voyage tugboat *Far Senator*, and finally was lifted 100 m vertically by crane, like a dogman of old, onto the rig helideck, holding onto a wire. The rig is held fast in Fremantle roads, off Rottneest Island, by eight huge 2 ton plough anchors. The tugs spend two days retrieving them, and they are stowed aboard. Tuesday 19th just on dusk, we take the two wire towlines, and proceed south towards Cape Leeuwin, 200 miles away, then into the Bight, and onward 2000 miles to Cape Otway. The safe towing speed is 3 – 3.5 kts, about the average cruising speed of a sailing 25 to 30 footer; fairly sedate. A favourable current will give us 0.5 to 1 kts extra so we hope to cross the bight at 75 to 100 miles a day.



Ocean Monarch (images Bryan Walpole)

Ocean Monarch is a modern drilling rig that will assist with repairs at a gas well, then unblock some clogged wells, and close some wells that are finished and dry. This is one or two years'

work, and justifies the million dollars a day this rig costs to move and operate. It is owned, I am told, by a New York family company, Diamond Drilling, that has a diversified portfolio of interests. They are very rich, yet manage the company well, and Monarch is regarded as safe, efficient, and well run so it attracts quality crew, in a fickle industry, where crew chase the dollar. All are on 12 hours on/off for one month on/off.

The two hired identical North Sea tugs (*Far Statesman* and *Far Senator*) are 8 000 tons deadweight each with 25 000 HP twin engines. They carry 1.5 million litres of diesel each, and use 40 000 litres (a tanker load) daily. We need two tugs to keep up speed, regardless of the weather, and to have one available for emergencies to go ashore, whilst the other keeps up the tow. A crewman had his mother die unexpectedly in the USA, so one tug spent 6 hours running him ashore to Mandurah.



Ocean Monarch under tow (image Matthew Barnes)

The undersea configuration of the rig is like a catamaran, with bows and sterns. We measure 70 m x 70 m on the working deck. She is a semi-submersible, sinking the pontoons 20 m underwater, for working stability and using the eight anchors. At sailing (towing) height, we are 80 m above the waterline. The rig weighs 50 000 tons, cost about \$700 million to build, and is worth maybe \$200 million on the depressed second-hand market, as there are scores of idle

rigs around the world, awaiting a contract. With the oil price under 50 dollars a barrel, few companies are exploring at present, as it doesn't pay, hence the idle rigs. This one has been kept warm (operational) so is ready for use, but if they are cold (decommissioned) they cost a fortune to get back to operational status over months. The opinion of those on the rig is that shale/fracking are short term, and oil prices will bounce back in the next ten years. Drilling and extraction have a long life ahead.

There are four safety briefings daily: 0530, 1130, 1730 and 2300. All workers are required to attend and sign for one per day, where all safety issues are discussed. The deck has numerous DODI cards (Direct Observation Direct Intervention), and we are required to fill in one a day at least, observing either a good or bad safety issue. The best and worst are discussed at the meeting and at the end a member is asked to deliver a short safety message. Then they all clap, and the boss closes the meeting with "Stay safe". NOPSEMA, the federal safety and environmental regulator for offshore drilling and extraction, is incredibly vigilant, inspects often, and can close down any unsafe rig until compliant. At a million dollars a day, that's a serious matter. Not sure if it's a fetish or culture, but safety dominates the rig, as it should. It makes cruising and racing yachts look very slack.

Drilling for oil and pumping it out is extreme risk stuff - like spinnaker poles on cruising yachts! It's a dangerous industry. We have huge high-energy 440 V apparatus all about, and hospital care is days away, so safety is paramount. Deaths are a real possibility, despite my presence. No job can be started without a job safety analysis (JSA) where the job, risks and participants are all signed off: having the necessary inspected equipment and appropriate skills modules completed. Timelines are estimated, then the signed form goes for approval to the daily works supervisor, who checks there are no conflicting works underway, above or below the job. Seals are put on the walkways around the job, that can't be crossed until removed by the supervisor. All work is coordinated from a central office, with electronic tags denoting progress. The paramedic and safety officer are the same person, and all have the power to stop any job instantly, for review. Hospitals could learn a lot here.

Of the crew 70% are American oilmen, mostly from Louisiana and a few from Texas, with broad southern drawls, that make comprehension in the mess difficult, and over the PA impossible to comprehend. The atmosphere is collegial. All are pleasant, affable, like the job as it's their life, but very foul language dominates. One guy has a T-shirt exclaiming "Inside this shirt is an asshole, if ya don't wanna be ***t upon, get the f*** away". And that is not the worst! They love Trump, "a real president after Obama", think CNN is fake news, and Fox is the real world. I wonder for whom they vote? I don't say too much at the table! Work, eat, sleep is the dominant pattern for all but the few executives aboard. Mealtimes are convivial. We have two gyms, cardiac and weights, but they don't get much use.

At work, the rig has 140 crew living on three levels. The lower level (The Bronx) is akin to a prison, four to a cabin, with communal ablutions. The contractors live here, a bit like the tars of olden times. The four senior company men have single cabins. Three women are aboard, all

domestics, all Australian, one from Launceston. Food is excellent. The Chinese chef is from Singapore. Good food helps keeps all hands happy, as we cruisers know! Alcohol is forbidden and its use is followed by immediate dismissal, and never a job in the industry again. If there should be an injury, all workers on that job are tested for alcohol. Half smoke, and as the only outside area permitted without full PPE gear (helmet, goggles, boots, overalls, gloves, earbuds) is the smoking deck under the helipad, that is where I get to chat with the off duty crew.

As to the journey, the rig being so large and slow, the weather really does not make much difference. Being 200 feet to the top of the tower, she has a slow pendular motion, banking 5 degrees at the most. Sleeping is pleasant, with a rocker motion to rival the most attentive nursemaid! The storm that hit Victoria at the end of February, with 50 kt winds, pushed us along at a sedate 4.5 kts, with 6 metre seas, but was hardly noticed aboard. The bridge is just a small window in a deck cabin, with a chart updated twice daily. AIS show passing ships on the rhumb line and, being under tow, when the towline slackens (whilst the tug mounts a sea) we approach the tug and the collision alarm goes off! The towline is 500 m long, so no danger there. We have a tow captain as the only deck officer. He directs the tugs, for course and speed, and logs a 12 hourly position on the chart. Like me, he has very little to do. I am surprised by the lack of birdlife seen: maybe two albatross and a half dozen petrels daily; no marine mammals. This compares with the saline 1000 miles south, where the convergence brings a plethora of food, and there is an abundance of birds and other sealife.

The chief driller takes me on a rig tour, from the giant subsea structural tubes, to the tower peak, where I cling to the narrow rail, battling vertigo, as we peer 200 ft below to the rig deck. He carefully checked all my pockets for items that could fall and maim, as per regulation at height, where every tool is tethered. A 12 part purchase with wire ropes as thick as an arm lifts the riser, allowing new drilling cores to be inserted in the core line, each weighing 20 tons. From his Star Wars-type cabin, he directs the operation, whilst the tool pusher determines the direction of the bit, seeking to unlock the black gold that will help power the world.

At midnight a rainstorm lashes the decks for a night. In the dull light of morning, all available hands use the fresh water to wash off the rig, removing encrusted salt, to avoid rust and aid the life of the rig. Needle guns removing rust for painting are a constant background noise aboard, and the resurfacing is endless. We carry a full-time painter aboard.

And so after 20 days, we are south of Kangaroo Island, Adelaide radio stations on air. Then next day, we are in helicopter range of Portland Victoria, and it's time for me to bid the crew farewell, fluff to Portland, and home via Melbourne airport.

Bryan Walpole

Back to Beautiful Nubeena

Lew Garnham

At the invitation of Col Crowder and Chris Jones on *C'est Si Bon*, Liz and I, with a reluctant Pip on *Minerva* and Jill and Tom McCabe on *Suhail*, departed Saturday morning on the last of the Derwent's ebb tide. Col delighted at sailing at over 8 knots down the Derwent! Misplaced keys saw us depart last, missing the good breeze that Col enjoyed, sailing all the way over in a calm sea and slight swell. It was a good chilly sail across Storm Bay and Jill wrapped herself up in ski gear. Good to find a use in preparation for the Kermandie weekend!



Lizzie at the helm of *Minerva* on a placid Storm Bay (image Lew Garnham)

Col easily picked up our just-serviced CYCT mooring and was well clear of all boats, including the other new mooring. Tom used the MaST mooring and we found another.



C'est Si Bon (Colin Crowder) on the CYCT Nubeena mooring after sunset (Image Lizzie Garnham)

After a brief get-together on *Minerva* the RSL venue was booked for tea. Being so close to the launching ramp jetty, it was an easy crossing of the calm end of the bay. After a dog walk towards town the three of us headed south along the excellent walkway to eat! Pip was tied up outside with lookful begs to join us. It was good to know our crewless boats were safe on moorings when ashore.

The grilled Trevalla was only \$20.00, add tasty supplement of scallop pie and, after an arm twist from Lizzie, desserts were also ordered of ice cream sundae and banana split. It was a back-to-the-60's friendly dining experience, including the look of the vegies. The staff were very friendly and explained how their new management, town input and membership of this Returned Serviceman's Club had put them in the black. It costs \$20 per year for membership and non-service persons are accepted. This meal also! Now that is friendly.



Back to the 60s friendly dining at the Nubeena RSL (image Lizzie Garnham)

From the MYCT it was about 24 nm to Nubeena township and a secure mooring. The bottom is soft mud and ragweed, a deadly combination for anchoring. Over the twenty years that I have visited Nubeena I have seen many experienced skippers drag here. Changing anchors to a Fortress with mud palms, using a heavy Danforth, or anchoring in the far off exposed sandy areas are not good alternatives to what the CYCT has, in its mooring, that will accommodate the majority of CYCT member's vessels. Dover, Cygnet and Taranna are all great townships where the CYCT could (or should?) similarly have safe moorings.

We departed Nubeena at 0930 and, once clear of the fish farms and headland, sailed to Betsey. Just in excess of 25 knots saw some heeling and reeling in of the sails! It was a motor home up the Derwent where one yacht briefly put out a short lived Pan Pan. Possibly a dismasting off Tranmere. We also discovered a few minor issues with *Minerva*, but that is another story.

Lew Garnham *Minerva*

On Batteries

Roger Locke

Long serving members with good memories may recall I wrote a six-part investigation into the selection, care and feeding of lead acid batteries for boats. I limited the discussion to lead acid batteries because lithium, whether ion or iron, were not readily available at the time. The articles were published around 2003/4 in 2 editions of the *Albatross*.

Briefly, I concluded that the house batteries should have sufficient capacity to avoid the necessity of drawing them below 50% between charges. I have 420 amp hours (Ah) capacity at 12 V which allows us to run lighting, a 12 V fridge, a diesel heater fan and watch TV without unduly draining batteries overnight. A weekend away doesn't usually require running the engine just for charging. The engine has a 110 A alternator which charges at a good rate, noting that the useful charge rate is usually less than half the rated capacity. I also have two solar panels and a 240 V charger.

I have four 6 V 210 Ah batteries connected in series/parallel giving me 420 Ah at 12 V as the main batteries, and a 12 V 105 Ah reserve battery which can easily start the engine in case I do something silly. One solar panel is connected to the main batteries, and the other can be switched to reserve or main as required. The main bank normally does house and engine starting duty as it is expected to be no less than half charged. The windlass is only operated with the motor running and charging.

During winter the solar panels are of little use and so the 240 V charger is used to refill the batteries after a trip. Battery manufacturers recommend a charger rated at no less than 10% of the battery capacity. Mine is rated at 40 A.

Having considered the options, I selected Lifeline AGM (absorbant glass mat) batteries. AGM batteries are fully sealed and maintenance involves a wipe over to remove dust and a check on terminals. There is no release of hydrogen gas from the batteries. Lifeline batteries are made in USA to aircraft and military specifications. They are normally original equipment in vessels such as Nordhavn. The batteries are expensive but I reasoned that if I could get 15 years' life out of them, then they were no more expensive than good quality wet cells. I was on track for the 15 years, but because the boat has been a bit neglected for the past couple of years, I elected to replace them last year, after only 14 years' service.

The original set came from Queensland, but I found that there is now a local supplier who understands that 'recommended retail' is not necessarily the selling price.

Roger Locke, *Andromeda*

I would be happy with 14 years' service. Our flooded lead acid Trojans have done only 8. ed

Books: in my Library and Read on Passage

David Mitchell

I am going to start this topic off by saying that I love books. I was indoctrinated at an early stage by my mum, who equally loved books. However, given this is a sailing forum, I am going to start by noting I actually have relatively few directly related sailing books on my bookshelf and especially those of a technical nature regarding boat maintenance or aspects of sailing.

The first book I want to mention is *Reeds Skipper's Handbook For Sail And Power*. It was a present from Lew, on account of the above dearth of such books in my library and his keenness for me to learn something about sailing. I am not going to review this book as I am sure many are familiar with this guide and if not I can certainly recommend it as a good starting point.

The next book I have is one I picked up second hand in New Zealand in Christchurch titled *Coastal Yacht Navigation* by Craig Coutts. I am sure it's well out of print but in terms of a technical book to teach you some of the fundamentals it certainly should meet one's needs.

I also have a copy of *Lessons Learned* by Riley Whiteburn from Sailing La Vagabonde. It's a quick guide to the uninitiated in sailing. If you are not familiar with SLV, check out their vlogs on YouTube. This Aussie couple (Riley and Elana) after *SV Delos* are probably the hottest sailing video producers on the Net. Having started completely from scratch in learning to sail only a few years ago, they have circumnavigated the world and since then were given a lucrative deal by a French catamaran manufacturer to continue their world travels on a brand new \$million cat. They regularly post new videos of their travels to YouTube.

I recall reading Joshua Slocum's book, *Sailing Alone Around The World*, on the delivery passage I did back in late 2016 on Denis Planchon's *Eclipse*. Denis stated that every boat should have a copy of this book and I heartedly have to agree.

Two other books that are in my library are Dr David Lewis's book *Ice Bird*, which details his solo voyage to Antarctica and back in the early 1970s on his 32 ft steel boat. Not only is it a story of one of the most amazing small boat journeys, more importantly it is journal of one man's personal account of human endurance, courage and ingenuity in being able to overcome pretty much all that was thrown at him in not only succeeding in achieving his goals but as well in surviving the rigours of such a trip. Highly recommended.

Another author and her books I wish to mention are those by an American sailor, Annie Dike. *Salt of a Sailor*, her first book, describes her and her partner's sailing adventures. There is a bit of a theme happening here, as she too was new to sailing but yearning for a new direction in her life away from the world of corporate law. She greatly influenced me in choosing not just to retire from a job I had grown to intensely dislike, but as well develop a passion for sailing, which up to that point had been merely but a dream, an activity to take up one day. That day has truly

arrived, and it's one I am incredibly thankful for. Annie termed it "the splash of my new life" in signing the book for me.

And now to what books I read on my most recent sailing adventure, for I do become voracious in devouring books. Even before we left I managed to finish off a couple of fictional novels, thanks in part to the book exchange libraries that existed at the backpackers I stayed at and the marina in Nelson. It was three books that I read on the passage over the Tasman that really spoke to me. The first book, *Unbroken* (Laura Hillenbrand) was on the life of Louis Zamperini. His was a story of courage, achievement and survival. He was an Olympic distance runner, and a US prisoner of war survivor during WWII. It was the latter part of this story which captivated me, since not only did he survive in an open life raft for 47 days at sea after his plane crashed into the Pacific Ocean but as well survived numerous Japanese prisoner of war camps despite their best efforts to crush him. In a sense I gained a partial understanding of how insignificant he and his fellow crew member must have felt stranded on such a tiny craft on a vast ocean with so little to survive on. The integrity and determination of the human spirit to survive against all the odds being magnificent. It left me wondering just how well we might manage if such an ordeal were to confront us in crossing the Tasman. I did wonder if I might have the necessary intestinal fortitude, but was relieved not to have to test this.

The second book, *Return To Moscow* (Tony Kevin) related back to the many conversations we had with Alex on *Rusalka* about the politics of Russia, the Ukraine, the former USSR and of course the interaction between Putin, Trump – the West including the media's portrayal of Putin, let alone past leaders. This book written by a former Australian diplomat to Moscow was most edifying in describing the complexities of these relationships and Russia's place in the world today.

The last book I read was by David Walsh, *A Bone of Fact*, on his life, the development of MONA but more importantly the social impacts of gambling including his own personal views of the distinction between the mindless and destructive nature of pokies in comparison with other forms of gambling where a level of skill is required to achieve results. He looked also at his association with art, artists and what this means to each of us, and his own need to give something back to society in sharing his immense collection and the cost in doing so. Walshy's love of words (literature), let alone his understanding of history, and his relationship with religion (even though he is an atheist) is woven throughout his book, and I must say as someone also who loves words I found his writing style immensely enjoyable, self deprecating and humorous. At \$55 I must say it is a book worthy of being on my bookshelf.

Reading all these books while at sea was an excellent distraction to the long moments of nothingness beyond a constant sea of shimmering blue, and the occasional albatross swooping past us and skimming the sea surface for distraction.

David Mitchell

New Members

Ginny Gerlach Spirit Silver Edition

I've been sailing for nearly 40 years and in that time I have spent over 10 years living aboard and cruising in the North and South Pacific, including time in Alaska, Canada (where I met my partner Greg), Hawaii, assorted islands in the South Pacific and New Zealand. Those sailing adventures led me to Queensland and 20 odd years of being involved in the marine industry. I ran my own cruising sailing school, Cruisability, for over 5 years; a charter and boat repair business; and Greg and I were involved in the construction of Keppel Bay Marina in Yeppoon. I have a particular passion for sharing sailing skills with others and have had many great adventures up and down the east coast of Australia with clients on "delivery and learn" trips.

Ownership of 7 boats over the years include 3 fibreglass, 2 timber, 1 alloy and 1 ferro - ranging from 26 to 44 ft. The current boat, my pride and joy, is *Spirit Silver Edition*, a 44 ft Andy Dovell designed deck saloon custom King Billy pine, Tassie built boat. This connected us to Tasmania and eventually brought us here for good!!



Silver Spirit Edition (image Ginny Gerlach)

David Bowker *Duet*

I was brought up on the island of Jersey where I surfed and took part in competitive swimming. My sailing career started when a friend wanted some help in sailing a dinghy. This was followed by sailing dinghies at university in England. After that I moved to Cape Town where I sailed in regular keel boat races and sailing was done through the winter as the winds are too strong in summer. When I had been in Cape Town for two years, the second Cape Town to Rio de Janeiro race was organised. Initially I tried out on a 42 foot English Channel racer. But after sailing around the Cape of Good Hope, I decided a more ocean going yacht would be a better bet. I looked around at the fleet and there was a lovely 53 foot ketch, *Alaunt of Corfe*, skippered by the son of the Governor of Bermuda. I managed to secure a berth and, on this very comfortable yacht, we raced to Rio and came 13th in a fleet of 39 yachts. The highlight was the spinnaker start that was followed by a 13 day spinnaker run. The total race took 3 weeks. Following the race we took the yacht up the coast of South America, through the West Indies to Bermuda. After a stay in Government House in Bermuda we sailed back to England.

I have owned two yachts in Hobart. The first was *Lewana III* (renamed by us to *The Covenant*), purchased from Senator Peter Rae. She was a 27 foot Top Hat, a very seaworthy quarter tonner. In 2004, we needed more space so purchased a 33 foot cutter named *Dyad* (renamed *Duet*). *Duet* has been raced regularly at Kettering and won the twilight series in her division in 2017-18. Cruising has been limited to the D'Entrecasteaux channel and Storm Bay. As a retiree from Hydro Tasmania after 25 years' service I am looking to expand my cruising horizon.



Duet (image courtesy David Bowker)

Carola Melville and Jim Graham Koza

Jim and I sailed down from Queensland earlier this year into an anchorage on Maria Island where we noticed a large group of people enjoying themselves on the beach, so decided to join them. That was our first meeting with the cruising group and were made to feel very welcome. A special thanks to Richard and Shona Taylor (*Easting Down*) for leading us through the Denison Canal. Something we would have skipped if on our own, with *Koza* drawing 2.2 m.

I started sailing in my mid twenties out of Manly, Brisbane (RQYS). My first yacht was a Soling, 26' long that I raced socially with a couple of friends. I also raced on other friends' yachts. Later I cruised the east coast and Lord Howe Island on a 42' Sparkman & Stevens. Changed to power boating in 1995 with the purchase of a Masters 34, purely for ease and practicality of getting out quickly on weekends. I sold the power boat early 2009 and found the replacement *Koza* (Jeanneau 49 DS) on the Internet in Turkey later that year. Jim and I flew to Turkey and started fitting out the yacht with all the cruising gear we considered necessary for the long trip back to Australia. We were both new to this world of passage making and preparing a boat to be self sufficient and reliable for weeks or longer in the ever-changing weather conditions.

Jim's sailing experience prior to our Europe to Australia cruise was racing. Starting off with a Hobie Cat, progressing to monohulls and then friends' catamarans: Schionning 50 and Catana 47. As a team they have won six Brisbane to Gladstone races in monos and multihulls. Twenty two Brisbane to Gladstone races in total and a few unsuccessful Sydney to Hobart attempts for Jim.

From Turkey back to Australia it has been a continuous seven years of visiting many countries and meeting interesting people. We now look forward to spending the next season here and hopefully many more.



Koza in the Caribbean (image Carola Melville)

APPLICATIONS FOR MEMBERSHIP

Ariadnes Clew

Marion and Derek Stoneman

Charm

Andrew Hudspeth and Jill MacLaurin-Hudspeth

John Barleycorn

Helen Howard and Steve Smith

Paradiso II

Gavin Adamson and Janene Frawley

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

Koza

Carola Melville and Jim Graham

Duet

David Bowker

Endurance

Donald Hine and Angela McKenzie

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.



Absolute Waterfront (David Jones) living up to its name at Montagu Bay (image Sheenagh Neill)

CYCT member David Jones was surprisingly upbeat when Vice Commodore called him to check how things were for him and offer help. His response was "Can't get more absolute waterfront than she is". He was happy that she had found the only small patch of gravelly beach in the bay. Rudders were safely tucked up out of harm's way.

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main 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 ****

Minutes of General Meeting held at DSS on 01 May 2018

Opening

The Commodore opened the meeting at 7.30 pm.

Attendance

Fifty-one members attended the meeting plus five guests (Jim Graham, Carola Meluille, Chris Lloyd, Maryanne Keating and David Bowker). An attendance sheet is attached to these minutes.

Apologies

Apologies were received from Hans and Jackie Van Tuil, Barbara Willson, Kevin and Chris Hussey, Sheenagh Neill, Greg and Bev Hitchens, Quentin and Fiona Tuxen, Duncan and Eva McKenzie, Brendan and Catrina Boon, Chris Heath and Judy Clarke, and Wendy LeCornu.

Minutes of the last General Meeting (10 April 2018)

The minutes were published in the *Albatross*. As there had been a delay in the printing of the *Albatross*, the Commodore advised that the confirmation of these minutes would be held over until the June meeting.

Business Arising from those Minutes

Nil

Introduction of New Members

The Membership Officer advised of new Club members - Ginny Gerlach (*Spirit Silver Edition*) and Robert and Fiona Doe (*Huckleberry*). As they were apologies for the meeting, they would be officially welcomed at the next meeting.

Rear Commodore's Report – Lyn Peach

- The Rear Commodore reminded members that if registering on the website for the June long weekend functions at Kermandie and Franklin, pre-payment was not required as the three functions needed to be paid for at the venue. The members who had already pre-paid would be reimbursed by the Treasurer.
- She advised that the Guest Speaker for the June meeting will be Club Member Alex Papij, speaking about his recent cruise to New Zealand on *Rusalka*.

Vice Commodore's Report

The Vice Commodore was an apology, but her report is in the *Albatross*.

- On her behalf, the Commodore reminded members of the Clean Up Australia Day cruise scheduled for 19 – 22 May in the Great Bay area, Bruny Island, with details on the

website. Attendees were requested to register an expression of interest on the website as the Vice Commodore would be arranging trash bags and gloves.

- Details of the June Dark MoFo cruise were on the website, but the Vice Commodore would confirm the dates, as well as the times for entry into and exit from Constitution Dock. Members were advised that there may also be boats from the RYCT and the DSS joining the cruise and boats would need to be rafted up, with the bigger boats entering the dock first. The cost by TasPorts was \$30 per night. Members were encouraged to decorate their boats with red lights.

Treasurer's Report – Shona Taylor

The Treasurer reported a year to date profit of \$6,000, which was \$2,500 above the budgeted figure and it was expected that the end of year profit would be approximately \$1,000 ahead of budget.

Commodore – Andrew Boon

The Commodore's report is in the *Albatross*.

- The Commodore presented a Cruising Plaque to Club member John Nevill (*Ocean Child*) for his 2016 cruise.
- The Commodore advised he would attend a meeting of the Marine Farm Development Plan Review Panel on 10 May to emphasise the points made in the CYCT's written submission on the draft plans for Storm Bay. The important points, which need to be a condition of the fish farms' licences, were ensuring the location, characteristics and marks around fish farms were on the charts and that immediate notification is received from fish farms when debris comes loose from the farms (piping, rubbish, buoys etc). These requirements would apply to Petuna, Tassal and Huon Aquaculture.
- The Commodore advised that the Committee had agreed that the Club's mooring at Nubeena should be sold. This decision was taken due to the difficulty and cost of servicing the mooring, its proximity to other boats and for safety and insurance reasons. The Webmaster had been asked to advertise the mooring for sale on the website. The possibility of perhaps obtaining a larger mooring would be discussed.

Women on Boats

Tracey Taylor reported that Women on Boats were "going strong" and had held a very successful April meeting at the Kettering Yacht Club where the Channel Brigade of the Tasmania Fire Service demonstrated various fire extinguishers before letting members try their hands at extinguishing a live fire. The Women on Boats May meeting will be a demonstration on how to pull down, clean and reassemble a winch.

Editor

The Editor was an apology for the meeting.

Items from Other Officers/Other Business

- The Commodore advised that Winter Forums would commence on the fourth Tuesday of each month in the DSS Training Room, commencing at 6.00 pm from May to September. At the first forum, to be held on 22 May, the Commodore will demonstrate OpenCPN chart plotter navigation software, which is concise chart plotter and navigation software for use underway or as a planning tool.
- The Membership Officer reminded members that they were responsible for their own name-tags, which they should take home with them. Replacement name-tags were available from the Membership Officer and could also be printed by members from the website.
- Club Member John Nevill asked any interested members to complete an online survey which is being conducted by a student as part of a PhD project on causes of conflict in marine space project approvals. This field research in Tasmania focuses on marine aquaculture licensing and approval processes and can be completed on line at <https://www.surveymonkey.com/t/AquaSurvTAS18>

Next Meeting

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday, 5 June 2018 at 7.30 pm. The Guest Speaker will be Club Member Alex Papij, who will speak about his recent cruise to New Zealand on *Rusalka*.

Close

The meeting closed at 7.55 pm.

Guest Speaker

The Guest Speaker was Club Member Damien Killalea who spoke about cruising in the Greek Islands.

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
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