

Albatross

Volume 44

No8

September 2018



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore			
	Andrew Boon	0400 651 532	<i>Juliet</i>
Vice Commodore			
	Sheenagh Neill	0457 396 143	<i>Tahiti</i>
Rear Commodore			
	Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
Treasurer			
	Shona Taylor	0403 249 529	<i>Easting Down</i>
Secretary			
	Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
Editor <i>Albatross</i>			
	Christian Narkowicz	0434 996 566	<i>Tahiti</i>
Committee			
	Ottmar Helm	0407 664 399	<i>Intrepid</i>
Membership Officer			
	Richard Taylor	0407441254	<i>Easting Down</i>
Warden			
	Chris Creese	0400 520 588	<i>Neptune</i>
Webmaster			
	Tony Peach	0419 383875	<i>Westwind of Kettering</i>
Quartermaster			
	Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer

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: *Tahiti* (Christian Narkowicz and Sheenagh Neill) anchored in Island Bay, between Southwest Cape and Port Davey. Idyllic conditions about to change. (image Ian Johnston)

Table of Contents

Table of Contents	1
CYCT CALENDAR.....	2
Editorial	3
Commodore's Report.....	4
Vice Commodore's Report.....	5
Rear Commodore's Report	7
Membership Officer's Report.....	7
Facebook Report	8
Women on Boats.....	9
<i>Honey Bee's</i> Circumnavigation of Australia in 2014 and 2017.....	11
Reflections on a Passage North.....	18
News	22
New Members.....	23
Minutes of the 42nd Annual General Meeting of the Cruising Yacht Club of Tasmania Inc., held at the DSS on 5 September 2017	26
Minutes of General Meeting held at DSS on 07 August 2018	29

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>September</u>	
Tues 4 th	AGM and General Meeting @ 7.30 pm. Venue: DSS A light supper will be served between meetings
Sat 8 th	Annual Dinner @ 6.30 pm. Venue: Old Woolstore, Hobart Guest speakers: Wendy and Chris Le Cornu Boat mooring at Constitution Dock is available
Tues 11 th	WOB meeting @ 5.30 pm. Venue: DSS. Feeding the crew – provisioning for longer passages
Sat 15 th	Boaties Market @ 10.00 am. Venue: Kettering Hall. Contact Richard Taylor to book a table (\$30)
Mon 17 th	Forum @ 6.00 pm. Venue RYCT. Using ICOM HF radio. Book on the website.
Wed 26 th	Committee Meeting @ 7.00 pm. Venue: RYCT
<u>October</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: DSS
Sat 6 th	Combined clubs opening day sailpast @ 2.00 pm. Venue: Derwent River
Tues 9 th	WOB meeting @ 5.30 pm. Venue: DSS
Tues 23 rd	Winter forum @ 6.00 pm. Venue: DSS training room
Wed 28 th	Committee Meeting @ 7.00 pm. Venue: RYCT

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



This is my last *Albatross* as Editor. I prefer to look forward rather than back so I will be looking forward to reading future issues of *Albatross* and seeing where the next editor will take it. There will also be a new Commodore and a number of new committee members, so there may be some significant changes to *Albatross*. I look forward to contributing the odd article as an author rather than as Editor. I wish the new editor all the best. May articles keep popping up in their in-box on a regular basis, well written, witty and informative; may the photos all meet publication quality, well framed, in focus and well lit; may the committee members all get their reports done in time and fill exactly one page; and may the total number of pages always satisfy the equation $p=4n+1$.

I was very pleased to be able to publish part two of Chris and Peter McHugh's article on their circumnavigation of Australia in this issue of *Albatross*. Hats off to those two sailors for such an inspiring cruise and for their concise and accurate descriptions of their experiences, communicated in several articles published in *Albatross* over the past two years.

I have been a little self-indulgent with the cover picture this month. Perhaps my last opportunity for getting *Tahiti* on the cover. This picture takes us back to the south coast and our fantastic time with *Phase Three* (Paul Strong and Sally Schofield) and *Juliene* (Ian Johnston) having a close look at parts of that coast. It still strikes me how un-Tasmanian the landscape looks to me. It is very much Tasmanian, but not well represented in photographs or often visited. It is not every day that a boat can get in to that part of Island Bay. I look forward to returning there with a bit more time to get in the water for a snorkel and have a wander around ashore. Hopefully next summer.

There is a new, and hopefully temporary one-off, fish farm installation in Norfolk Bay off Green Head. This development caught a lot of locals and boaters by surprise. As a consequence there were a couple of community meetings recently, one at Koonya and the other at Dodges Ferry, to discuss this development. Both meetings were well attended by locals who generally expressed concern and dismay at how this development came about without public consultation. Huon Aquaculture needs to vacate the site by the end of the year. In the meantime, be aware of the presence of these pens and keep clear. Most nights there will be fish being transferred from the pens into tankers aboard the *Captain Bill* until about 2200, and there will be plenty of lights evident, judging from what was visible from Dunalley the other night.

Pilchard orthomyxovirus (POMV) has transferred from pilchards (sardines) into Atlantic salmon. This virus is only the second orthomyxovirus identified in fish thus far, together with ISAV, and there seems to be not much known about it. ISAV was described about 30 years ago and is better researched. I hope POMV gets the research effort required to understand its risk to our wild fish.

Christian

Commodore's Report



I'm signing off this month and have been looking over the past year's performance. We don't have KPIs to meet (yet!!!) but looking at the current situation, I can confidently say that the Club is in a healthy state: we continue to attract new members, cruises are well supported and our off-water activities have seen very good numbers in attendance and great audience participation. There are some exciting ideas being floated for future activities and I think the next year will be busy and well worth sticking around for. Some of the highlights of the past year are worth recalling (in no particular order):

- *Cruising North East Tasmania* was published in December.
- The Club website was transferred to a host service which specialises in club and association websites.
- Our Facebook Group is now 2 years old and continues to be very active; the number of members grew by nearly 40% during the year.
- Women on Boats continued to offer an excellent programme which is well supported.
- Winter Forums covered a variety of topics and were well attended by members and, increasingly, by visitors.
- Two General Meetings were held at 'cruising' venues.
- We continued to make representations on cruising issues associated with new and amended marine farming activities.
- Number of boats in our 'fleet' increased by 10%.
- Sales of apparel and publications has been well supported.
- Members enjoyed cruising, near and far, to old haunts and new destinations.

Thank you to all of the Committee and to the many members who have contributed to Club activities, whether by leading cruises, hosting social activities, presenting talks and forums or writing *Albatross* articles. It has been a pleasure to have served as your Commodore for the past three years and I wish the incoming Commodore and Committee all the best for a busy year ahead.

Don't forget to fly your burgee!

Andrew Boon

Vice Commodore's Report



Over the last two years, our club has undergone some positive and necessary series of changes to ensure the club prospers into the future. It has been a privilege to be a part of the club's online expansion and move towards embracing various online presence.

Tony Peach is to be congratulated for his hard work on the new website which is up and running. It's a website that has prepared us for a long future where any person can become the IT person at short notice. Many of our members competently run their own sections adding their own style to their work. It is a great website.

The introduction of our Facebook closed group and public page has also been successful. Initially it caused discomfort amongst some of the committee who did not understand the use of social media in today's world. As time passed and Facebook use grew, most members who use this medium have embraced the group. I am pleased that it is being used as it was designed: to share instantly the on-water photos and impromptu member gatherings on the water. A big thanks to Tracey Taylor for her help and support and we are pleased to be continuing in this role next year.

In my first year as Vice Commodore, I was encouraged by members willing to step up and lead cruises. Their generosity enabled the club to offer more cruises over the popular summer months. The extended East Coast Cruise, The Circumnavigation of Tasman Peninsula, Bruny Island and Port Davey cruises were all popular. Families embraced the Richardsons Beach BBQ gathering which saw over 25 boats attend for a BBQ on the beach. The Dark Mofo and the Kermadie long weekend cruises in June have become club regulars.

This year, I asked more members to host cruises. We had multiple cruises on at the same time. For the first time female skippers led cruises which was great to see. Members were pleased with what was offered. A cruising club should offer lots of cruises not just one a month.

Members who ventured out on the water on a club cruise gave great positive feedback. Longer cruises saw up to 10-15 boats attend and shorter cruises sometimes more boats, depending on the weather and time of year. With more younger working families now joining the club more shorter cruises at weekends will be needed next year.

We are a club with lots of sailing knowledge amongst our members. It's great to see skills and ideas being shared incidentally and formally. I rated the degree of difficulty on the cruises to assist members new to cruising to make decisions about their capacity to join a cruise and to avoid concerns raised from the previous year.

Anchoring, dragging and even our club moorings have been discussed and tips shared. Ultimately the skipper is always responsible for the safety of their crew and boat. My message there is have

at least two good anchors on board and use your chain! This summer will see pressure on our anchorage spots and with smaller cruise ships that go into popular spots like Port Davey and Schouten Passage, space may be tight. When we were stuck in the South West we went to Casilda Cove to stay for a few days. A catamaran from the mainland was also there they had occupied almost half the anchorage unnecessarily. We were happy to raft up in the high winds after securing our boats Mediterranean style to the land points available.

Richard, Lyn and I trialled combining cruises to welcome new members and hold meetings on the water. Reception was varied. The new members cruise at Quarantine Bay was close with easy land access and was very popular. The February meeting combining the culmination of several cruises and allowing for access by car was more problematic due to venue changes dictated by weather conditions. Still it is good to trial new ideas and see what potential there is to embrace change from within the club.

Finally, the clean-up cruise. The amount of fish farm debris we collected in 2017 prevented me from denial that things were bad in the Channel. This has led me down a path I would not have predicted. I am angry by the marine waste out there from fish farms. Commodore Andrew Boon has been actively working to improve the mapping and accurate recording of marine farm leases on charts. I, alongside many and a growing number of people, am active in getting the aquaculture industry to behave more responsibly on their leases. The government's hotline number for marine debris was a failure. So, despite the government's rhetoric on zero tolerance of fish farm debris, not much has changed. They don't even include the debris data or notices to mariners issued by MAST regarding marine debris in their annual environmental audits.

What they are required to do and what they do is sadly poles apart. After Macquarie Harbour has effectively been destroyed they are looking at the southern waters. From Recherché to port Arthur. People are understandably upset that waters around Bruny, the Channel, Okehampton Bay and now Norfolk Bay are all used to mass farm an introduced species supposedly for a consumer hungry to eat fresh clean fish. The debris continues to escape, just floating in the water or submerged waiting to foul up a prop or hit your hull. After learning so much about what goes on I no longer eat salmon, choosing to get my omega 3 fatty acids from better sources. My one disappointment was that as a club we weren't prepared to make a stand to save our waterways. Such is controversy in a small place where some benefit from an industry that in the long term fails in so many environmental areas. I feel compelled to speak out. Still, individually a lot can and has been done. I recommend that you always report marine debris. I'm lobbying along with others for the EPA to include reports of debris in the yearly environment audits of the fish farms. I hope in the future the club will stand up to this mess in our waterways, not because we are against fish farms but because we want them to be the good neighbours they claim to be.

I hope to see you out in the water: that's what the club's about – safe cruising in our waterways.

Sheenagh

Rear Commodore's Report



A big thank you to Reverend Warwick Cuthbertson, who was guest speaker at our August meeting. Warwick gave a very interesting presentation about his many years in the Royal Australian Naval Reserve, his time as Chaplain on *HMAS Arunta* in the Northern Arabian Gulf and then his retirement trip on an eighty day, fifteen country voyage on the container ship *MSC Ilona*.

Don't forget – the Club's Annual Dinner is on Saturday 8 September, at the Old Woolstore, Hobart, 6.30 pm for 7.00 pm. Cost is \$60 per head for a three course meal (shared platters), and the guest speaker will be Club member Chris LeCornu, ably assisted by his wife Wendy. Several members will be bringing their boats into Constitution Dock (\$30 for the night, cash payable on the day). This will be a wonderful evening, and a great opportunity for new members to meet others. Please either register on the website or contact me (lynpeach@gmail.com) if you would like to attend.

The Club's Annual General Meeting will be held at 7.30 pm at the DSS on Tuesday 4 September, and all members are encouraged to attend. Remember – you can still nominate for one of the positions on the Committee on the night of the meeting. After the AGM a light supper will be served, which will be followed by a General Meeting.

This will be my last report as Rear Commodore, as I have decided to relinquish this role to concentrate on assisting the Club in a different capacity. The past year has been very rewarding and I wish to thank all those who have offered assistance and advice. Special thanks go to past Rear Commodore Catrina Boon, Commodore Andrew Boon, Membership Officer Richard Taylor, Treasurer Shona Taylor and of course, Webmaster Tony Peach – their help and support has been invaluable. I encourage members to nominate for the Rear Commodore position – it is definitely rewarding and a lot of fun!

Lyn Peach

Membership Officer's Report

Total membership as at the 20th of August 2018 stands at: Family 301, Honorary 1, Life 6, Single 32, Social 8, Provisional 1, Total 349. This year membership increased by 39 members.

Richard Taylor *Easting Down*

Facebook Report

Closed Group: 120 members still being enjoyed on a daily basis by members. Many photos from cruises in the Pacific and further afield. Popular posts this month: The drone footage from Fortescue Bay showing Canoe Bay and the private parcel of land that is currently on the market. This footage shows the wreck of the *William Pitt* very clearly. Sally Holt (*Blithe Spirit*) posts from Fiji. Jan Enkelaar's most viewed post of tight berthing in Croatia.

Public Page: Likes 154, Following 162

We have more likes this month and the public face of the CYCT is growing

Sheenagh and Tracey

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

Report marine debris

On the shoreline

Ring the EPA ([1800 005 171](tel:1800005171)), photograph it and let them know on Twitter or Facebook. Report it to MAST ([1300 135 513](tel:1300135513)). Pick it up take it away from the shoreline, recycle, or get the company to collect their own rubbish. TASSAL has black, grey rope. HUON has white blue rope.

On the water

Call marine pollution in as a securité to TASMARITIME, who will call it out and fish farms will collect. Record it in your log, take photos, and let MAST know on [1300 135 513](tel:1300135513). For large material report it to the EPA, especially if it's huge pipe lengths or other large infrastructure.

Women on Boats – July 2018

Maintenance and Care of Sails. A stitch in time saves nine!

The WOB meeting for August built upon our previous meeting in July, with a continued focus on maintenance. Scheduled and routine maintenance avoids reactionary maintenance! Looking after our sails, how to take care of these valuable assets and how carry out some general repairs.

It was an honour for me to have the opportunity to present to our CYCT WOB. During the last seven years of WOB meetings, I've learnt so much from presenters. It felt fantastic to be able to share some practical knowledge with a very enthusiastic audience of 20 at our August meeting.

Looking after your sails is an essential part of good seamanship. So much is just common good sense. An annual inspection should reveal any trouble spots. You're looking for areas of chafe, any stitching which is weak or has come undone, weakened fabric areas, small holes or tears and checking your sail hardware. Problem areas can all be easily repaired with a kit and some know-how. Not certain what to do? - check out www.sailrite.com. You'll find all the guidance you need, demonstrated with excellent YouTube tutorials. eBay and your local chandlery have most of the equipment required. Don't forget your local sailmaker.

The usual suspects are common causes of sail deterioration:

- UV damage
- prolonged 'flogging'
- chafe
- incorrect, damp storage causing mildew and rot

So, make certain to keep your Sails well secured and protected from the weather. Consider removing them from your vessel during prolonged quiet periods. This can in fact double the life of your sails, if they are stored correctly. Never store damp sails. Always store in dry, well-ventilated areas. Protect from vermin using moth balls. Get your sail trim right to avoid damaging the fibres of your sailcloth with unnecessary "luffing and flogging". Look up, check how your sails are set, keep chafe spots to a minimum. Only reef in designated reefing points.

Air-dry your sails during winter with a regular hoist to avoid fresh water pooling in sailbags and furlers causing subsequent mildew and rot.

Make certain to use your sails in the conditions they are rated for. If you are not sure of the specifics ask your sailmaker.

Once the theory was done and dusted, some practical tasks were enjoyed. Examples were shown: how to mend a small tear using herringbone stitch; how to patch a few small holes; and how to use adhesive tape to repair some weakened stitching.



Practising sail repairs (image Kim Brewer)

If you are prepared and self-reliant, you can always buy time to get a badly damaged sail to a competent professional, even if the damage occurs in a remote location.

A BIG thank you to Lyn from RECOLAB, (Peregrine School) who kindly donated all the sailcloth and sail components for demonstration and activities. A wonderful small sailing bag was also donated as a lucky door prize. The lucky winner was thrilled. RECOLAB uses second-hand sails to create a wonderful array of sailing bags and paraphernalia. We highly recommend their styling and here is a code given to CYCT members to use for 10% discount when applied with their online store: `SAILON2018`.

Thanks also to Doyle's Sails for their support with information, advice and allowing us to borrow products to "show and tell."

Overall a happy, enthusiastic evening, with some good tips from experienced ladies and a friendly meal shared afterwards: while we continued to talk all things "boats" of course!

Next month we look at an important job: planning the provisioning for longer passages. Looking after your crew with delights in the Galley. We encourage any new women members to consider coming along. It's always informative and good fun. It was great to see a couple of new faces this month, including our first young lady, Belle, who is 9.

See you next month, 2nd Tuesday of September @ the DSS, 5.30 - 7 pm.

Tracey T

Honey Bee's Circumnavigation of Australia in 2014 and 2017

Chris and Peter McHugh

Part 2 - Darwin, Western Australian Coastline, the Bight and back to Tasmania in 2017

Sailing around Australia involves a basic choice – clockwise or anticlockwise? Either way has its merits and its challenges. Timing the seasons is critical to avoid the cold weather down south, cyclones in the north as well as working around the Trade winds. Clockwise gets the Great Australian Bight out of the way at the beginning and there should be adequate easterly winds to make it feasible. Perth to Darwin should be a fairly comfortable run but from Darwin east, you are heading into the Trades and you can guarantee hard windward sailing to Cairns and often much further south. Anticlockwise gives you a trade wind run to Darwin and beyond. The hard work starts around Exmouth usually with a windward slog south to Perth, with long runs between good anchorages. From Perth on, it is a matter of timing the weather systems to get a clear run across the bottom, but again, often long runs between anchorages. For us, the direction was settled as we had already travelled the Eastern seaboard on our trip to Asia and the remaining interesting places to see involved heading west.

After living and cruising in SE Asia on *Honey Bee* from August 2014, we sailed back through Indonesia early 2017. We left from Kupang in Timor, choosing Darwin as our first port back in Australia. Darwin, south of Saumlaki where we entered Indonesia was the most logical place to prepare and start our trip west, initially to the spectacular Kimberleys, then continue down the WA coastline to Fremantle. Over the years, we've read about the Kimberleys and met others who have cruised this area, so after 5 weeks of busy preparation, we left Darwin mid-May heading west fairly early in the dry season.



Restocking on Cable Beach: Chinatown Taxis drive onto Cable Beach then you have to haul your dinghy to the water which can be a long way with 5 or 6 metre tides (this and all images Chris and Peter McHugh)

Our article about the Kimberleys was in the September 2017 *Albatross*, so we will skip that amazing convoluted area and jump to Broome, where we arrived 9 weeks after leaving Darwin.

Cable Beach at Broome is a challenging anchorage, especially with its big tides, but we were lucky being there in settled weather and neap tides, making access much easier. The wheels on our aluminium dinghy, bought for Kimberley cruising, were excellent on the hard-packed beach sand. Broome was not walking distance from our anchorage, but it could be reached by an early daily bus or by phoning a local taxi. After a major stock up, we left Broome on 21st July and day sailed in quiet conditions SW along Eighty Mile Beach, closing the beach late afternoon to anchor for the night. Other cruisers decided to travel faster and were forced to motor more to reach either Port Hedland or Depuch Island. Frequent whale sightings were a highlight of the Pilbara coast and as far south as Ningaloo reef.

John's Creek, a small fishing harbour with minimal facilities just south of Port Samson, was the first harbour that we tied alongside since leaving Darwin. A little challenging accessing the vertical ladder to shore but great to dine at the local tavern and catch the bus to Karratha for shopping with cruising friends on *Capricorn III* from Victoria. I worked in this area in the early 70's so was interested to revisit it.



Johns Creek Harbour – Pilbara, the first real small boat harbour since Darwin

We enjoyed excellent sailing further west through Flying Foam Passage to Dampier and anchored off the hospitable Hampton Harbour Boating and Sailing Club which had showers, laundry, meals and sometimes a courtesy car available for travel to Karratha. The only drawback with Dampier and Port Hedland, which we didn't visit, is red iron ore dust, so it pays to keep your visit short.



Depuch Island, an unusual dolerite island in the Pilbara

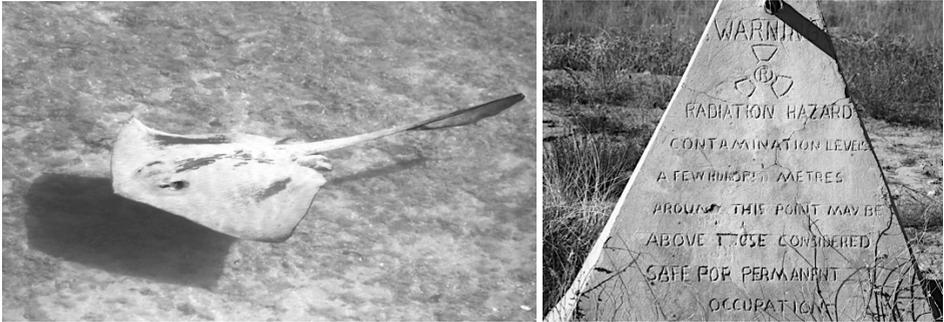
The remote and picturesque Montebello Islands off the Pilbara coast west of Dampier provided us with some interesting cruising initially, then an excellent anchorage for shelter from strong winds. Visiting ground zero for one of the atomic bomb tests was a novel experience.



Offshore from Dampier, the Montebello Islands are a very pretty, but shallow cruising ground

We completed our Pilbara cruising when we arrived in Exmouth Boat Harbour on 22nd August. Most boat harbours and marinas in WA are administered by the WA Department of Transport. They usually charge the same amount and we found the northern harbours had fewer facilities than those further south. A rental car in Exmouth proved handy for reprovisioning and some nearby land travel.

After we left Exmouth and rounded North West Cape, sailing south became seriously hard work, often encountering moderate to strong head winds and sloppy seas. Tantabiddi inside Ningaloo Reef was a reasonable anchorage to rest before heading south to Mauds Landing, just north of Coral Bay, where we waited a week for a break in the southerly wind. Dirk Hartog Island in Shark Bay provided two good anchorages and a sheltered waterway for a reprieve from the Indian Ocean swell! Our stay there was quite eventful as reported in our article in the October 2017 Albatross.



Two quite different hazards found in the Montebello Islands

South of Shark Bay, we enjoyed improved conditions, even spending a night inside a flat-topped reef at Port Gregory before an excellent stay at Geraldton. We encountered mixed conditions and challenges on our run further south to Fremantle. Cray pot lines, consisting of 3 buoys joined together by rope were a big hazard from Geraldton onwards, often more prevalent near coastal settlements. They were difficult to see in the swell and we picked one up while motoring. Luckily we could sail into a nearby island anchorage where Max from SV *Volo* helped us repair our almost detached prop shaft the following day!

Mid-September we were pleased to get to Fremantle, an excellent place for maintenance, repairs and any new boat work. In preparation for crossing the Great Australian Bight, our rigging was replaced and our doghouse windows were resealed. Other boaties based at Fremantle Sailing Club were very friendly, inviting us to their weekly BBQ at the clubrooms. While in Fremantle, we visited several tourist attractions and enjoyed time with family who live in Perth. With reluctance, we left Fremantle in late October and sailed initially to Mandurah, stopping at the

excellent Mandurah Offshore Fishing and Sailing Club marina, before a long day with light conditions to reach Quindalup in Geographe Bay, a beautiful spot for a day relaxing and swimming.

By early November, we were on Australia's south coast, rounding Cape Leeuwin in reasonable conditions with an uneventful 13 hour trip with two other cruising boats to Augusta Boat Harbour. An overnight passage took us to Albany, a small city with a fascinating history. We stocked up our supplies as we intended bypassing Esperance and heading direct to the Recherche Archipelago. Seas were often confused with multiple swells off the south coast of WA, but we did enjoy the anchorages in the Archipelago before a wind generator inflicted injury resulted in an unplanned visit to Esperance for the captain to recover! Esperance Bay Yacht Club was very hospitable, providing a berth in their tiny marina.



Hammerhead - Recherche Archipelago, stunning granite scenery on the south coast near Esperance

We finally left Esperance on December 2nd, cruising east quickly through the Recherche Archipelago, departing Cape Arid to cross the Great Australian Bight to Cape Catastrophe in South Australia. The passage took five days, very rough for the first half, then calm conditions. Port Lincoln's marina and anchorage in Boston Bay were excellent for resting up after the Bight, exploring the town and provisioning for our trip east. Thistle Island in Spencer Gulf is a pretty anchorage to stop en route to Kangaroo Island. We enjoyed 4 days at Kangaroo Island and were treated to a land tour by a friend who lives there. American River on Kangaroo Island was a great anchorage to shelter from strong winds before heading to Victoria.

A three-day passage with reasonable conditions took us to Portland. West of Robe in SA, we fouled cray pot lines again, but luckily it happened under sail! We ended up towing the buoys and line about 145 nm to Portland but thankfully, consistent light winds allowed us to sail and

everything could be freed by diving off shallow Nun's Beach in Portland once anchored. Going over the side off shore does not appeal. Portland proved to be a very pleasant pretty town where we quietly celebrated Christmas.



Port Fairy, a last stop on mainland Australia

A few days later, we day sailed to delightful Port Fairy and then started serious study of Windy and other weather information. We laid out three possible courses on the chart: to the top of King Island, to Hells Gate or a run straight to Port Davey. All courses depended on wind strength, wind angle and when changes would come through.



Running hard down the Tas West Coast: two and a bit days from Port Fairy to Port Davey – a rough ride

Our passage was faster than we anticipated, double-reefed main the whole way, and we were able to hold a good southerly course. King Island was left far to the east and we closed land north of Hells Gate, but it was midnight and neither of us considered a night entry to Hells Gate with a big following sea to be anything other than suicidal.



The Breakseas , vanishing into rain and cloud as we arrived in Port Davey, just ahead of a south west change

The wind continued to build until we were running under Mainsail only, racing to beat a SW change that was forecast. We surfed into Port Davey just in time, dodged around the Breakseas and dropped anchor in Schooner Cove. We had tied the knot and completed our circumnavigation of Oz.

Chris and Peter McHugh, *Honey Bee*

Reflections on a Passage North

Chris Le Cornu

There are some people with whom you would be happy to sail anywhere. My mate, Peter, is one of these. He started sailing dinghies as a youngster and has had some sort of boat all his life. We were both trainee engineers in a big organisation back in the early '70's. We still get together with some of our contemporaries each year for a reunion. Peter lavishes care and money on his yacht, so it is always meticulously prepared for a voyage. When he asked me if I would like to sail with him from Sydney to Rosslyn Bay I jumped at the chance. He has made several trips to the Whitsundays and sailed to Tassie a few years back. His yacht is a Beneteau Oceanis 43, with three cabins. Another mate, Mike, was to make up the crew complement.

The day we had planned to leave, the swell was forecast to be 5 metres with 2 metre waves. We soon came to a unanimous decision that we didn't need to be out there in those conditions, so we delayed. I am often seasick at the start of a voyage, so I was more than a little relieved. Another factor was the 83 containers that had been lost near Newcastle at the beginning of June this year. Some stuff had washed up near Port Stephens. A survey had identified all but 8 containers on the bottom, but we were still nervous. Peter wanted to transit the "danger area" in daylight, just in case we ran into one of the 8 remaining boxes. He was, justifiably, risk averse. We motor-sailed to Broken Bay and anchored for a few hours to cook dinner and make a plan to achieve our daylight transit. After a few hour's kip, we departed Broken Bay and headed towards Newcastle. We agreed on a 2-hours-on, 4-off shift arrangement, and I woke just before midnight for my shift. Mike headed for the cot, and I began to get myself organised. A short time later, still on autopilot, and in sight of the Norah Head light, the boat made a sharp left turn. While I fumbled for the standby button on the autopilot and a light switch I hollered for the others to come up. With the aid of the lighthouse, it wasn't too hard to hand steer, in spite of the blackness of the night. When we had calmed down and were back on course, we tried the autopilot again, and it seemed okay. I finished my shift at 0200 and handed over to Peter. I came back up at 0600, for the early shift. A little while later, we did another hard left turn. Not to be caught out twice, my hand went straight to the standby button. Peter came straight back up.

"It has to be the flux gate compass, Pete. Where is it?"

"It's brand new. The instrument man replaced it when he put in the new plotter!"

"But where is it?", I continued.

"It's under Mike's bunk", he answered.

"Well it's got to be the compass, or Mike". I said, holding my ground.

We dragged Mike out of bed and turned out his cabin. The old compass had been mounted low in the hull, well below the bunk. The new one had been raised to a new location just under the cupboard top. Mike had put his iPad on the cupboard when he went to bed. That's when my problems began. The compass, a new and sophisticated model, had recalibrated itself during the night to allow for the magnetic field of the iPad cover. But when he got out of bed and picked up the iPad, it sent the compass into meltdown again.

Mike resolved to find a new resting place for his iPad.

The hull is very easily driven. We motored and motor-sailed all day and through the next night. We cruised at 7.5 knots at 2000 rpm. The engine was very quiet. Mike and I had no trouble sleeping in the aft cabins at those revs. We reached Coffs Harbour around midday. After refuelling, we intended to take a berth overnight. That was when Peter found he couldn't select forward or reverse gears. Afterwards I thought I should have opened the engine access panels and changed gear at the gearbox. We limped out of the harbour and anchored near the jetty, where we got the gear lever off and bodgied up a temporary arrangement. After we had tied up in the marina, Peter went shopping for a gear lever, while Mike and I sorted washing and tidied the boat. We also did some other small maintenance jobs (which we tried to make into bigger maintenance jobs!).

We shared a meal with some fellow yachties at one of the local eateries that night. We all slept soundly, having been well lubricated.

After the new gear lever arrived, and was successfully fitted the following morning, we cast off and resumed our northward path. It was great to tick off the lights and landmarks as we headed up the coast. Yamba, Ballina, Cape Byron, Point Danger, Mount Warning all passed by slowly but steadily. We rounded Cape Moreton at midnight and headed for Mooloolaba, entering right on high tide. A security warning advised of a shallow patch just at the entrance, and a dredging program in place. We managed to get to our berth at "The Wharf" without incident and went straight to bed.

We enjoyed the beach and surf in the morning, did some more washing, and replenished the larder. An early night followed a pleasant dinner at the Surf Club. After a stroll on the beach, we moved to Laurie's Marina to refuel, then back to the river entrance. The dredge held up all progress for 20 minutes, then we escaped and turned east to deep water. Mt Coolum took all morning to pass by; we looked at Noosa National Park well into the afternoon. We cruised past Double Island Point just as the sun set. Mike was good company and didn't mind spending time in the galley. He regularly turned out interesting and tasty meals. The weather forecast was benign, so we planned to go outside Fraser Island. Plan B was to cross the Wide Bay Bar, which I had done many times.

Contacting Coast Guard Tin Can Bay provided no solace. Marine Safety Queensland has stopped publishing the position of the waypoints on the bar. Sand has migrated into the channel in "the mad mile" from both the north and south. CG Tin Can Bay surveys the bar every week. They advised that the minimum depth was now around 1.5 m LAT, and recommend it be crossed only at high tide and slack water. High tide that night was at 2200, and there was not much moon, so we were reluctant. The breeze and seas caused us no trouble, so we pushed on. After clearing the Breaksea Spit, we turned west toward the mainland, and hoisted the asymmetric spinnaker. We were overpressed and had to douse it after 15 minutes. Sound familiar?

Whether sailing or motoring, we found that small waves smacking against the side of the slab-sided bow banged loudly, sending a shudder right through the boat. Beneteau seems to have also managed to retain the bad habit of earlier models to slam down when coming off waves. It makes sleeping in the forecabin tricky and uncomfortable in any kind of sea. I guess it's part of the cost of having an easily driven hull.

I was keen to visit Lady Musgrave Island, but we calculated an ETA of late afternoon to early evening, which would have made eyeballing coral difficult, so we headed for Bundaberg instead. More fuel, a hot shower and another restaurant dinner beckoned. We missed out on the restaurant meal, and suffered another home cooked meal on board. We cracked the seal on the cellar door and celebrated our arrival. The marina appeared to have recovered from the big flood of 2013, but it is clearly a good place not to be in a flood.

A very early start saw us reach Lady Musgrave Is near midday. Peter was concerned about seeing bommies, so I went up and sat on the first spreader, giving him guidance from above.



The anchorage at Lady Musgrave Island

“Those buoys look like public moorings. Head for that one.” Ten public moorings have been recently installed by the Great Barrier Reef Marine Park Authority (GBRMPA). It has also installed moorings elsewhere in the Bunker Group and throughout the Park. They comprise a screw anchor into the seabed, with a large float above to keep the heavy chain off the bottom, then a very strong rope up to the mooring buoy. A very neat and practical design which could be usefully copied in many places. Having these moorings makes a stay at Lady Musgrave a much less worrying time, particularly if conditions deteriorate, as can and does happen.



Noddies, turtles and sea cucumbers, as well as coral and manta rays, feature at Lady Musgrave

The next morning, some boats dropped their moorings and left. This initiated a “mooring shuffle”, as the remaining boats moved: the moorings having a 24 hour limit. We spent the morning swimming, snorkelling, and walking on the island. We met campers from the ANU Diving Club, who have an annual camp on the island. Some of them have been coming to the camp every year for thirty years!

After lunch we too dropped the mooring and sailed all afternoon and through the night in gentle breeze. When I came up for my shift at 0400, we were 10 miles from Great Keppel Island, but 3 hours away according to the plotter. I got all the sails out and the speed came back to 6.5 knots. When Peter came up at 0600, he got the motor started, for an extra knot, and we anchored at Long Beach, on the southern side of the island, at 0700. We spent the day swimming and walking on the island. We met some locals who had been visiting the islands for over 20 years.

After lunch on Sunday, we hauled up the anchor for the last time, set the kite, and cruised to Rosslyn Bay, near Yeppoon. We had a celebratory drink at the Capricorn Cruising Yacht Club, in their new clubhouse. After fuelling, washing the boat, and doing the washing, Mike and I headed to the airport for our flights home. Peter’s wife, Judy, arrived to keep Peter company for the next leg of the trip.

PS. I flew to Brisbane to visit my son and his family. While there, I realised I had had a stroke. I drove myself to the hospital and booked myself in. No lasting issues and I feel fine. Thanks so much for the concern shown by many fellow club-members. I’m just very glad it didn’t happen while we were on the yacht, especially at night.

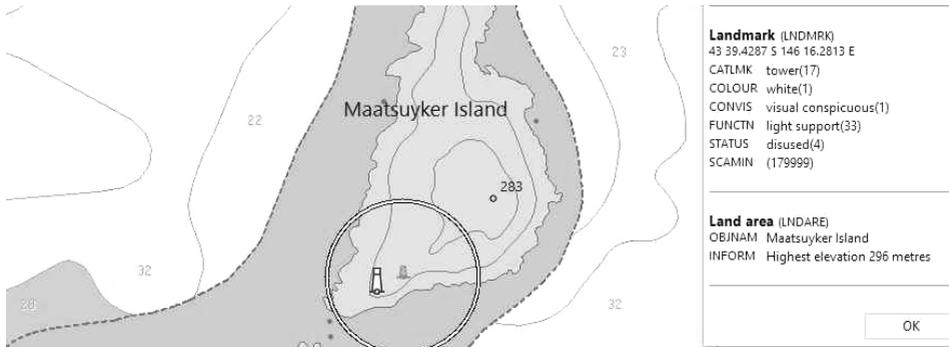
PPS. We have just heard of the demise of a Cygnet yacht, Windborne, on a NSW beach. The skipper was headed towards Queensland, single handed. He went below for a nap and slept through the alarm. He woke when the motion of the boat changed, and found he was headed towards the beach. While he was altering course, he grounded. The keel soon came off and the boat started taking on water. He activated the EPIRB, and swam ashore. The police arrived 20 minutes later. The boat was severely damaged by the surf over the next few days. A couple of large excavators made short work of the demolition, and the remains were taken to the local tip. Heartbreaking, I’m sure, to see your pride and joy being smashed and carted away as rubbish. But it’s a salutary lesson to those of who sail single or short-handed. Get plenty of rest and have multiple alarms.

Thanks Chris for those reflections. I have a couple of comments. We also experienced some crazy behaviour of the compass/autohelm on Tahiti. In our case it was not an errant iPad. The compass ended up having a random variation of up to 45°. After installing a software upgrade and swinging the compass it has been back to perfect behaviour. Sheenagh and I were on the way to Lady Musgrave in 2016 but were turned back to Bundaberg by 35 knot NE winds. At Bundy there was a steel yacht, towed from Lady Musgrave, after banging around against the coral of the outer reef for a couple of days. An inauspicious start to a planned South Pacific cruise. Conditions at Musgrave can be difficult. I apologise for not including Chris’ images with this article as I was not organised enough to obtain them before going to press. Lady Musgrave images are courtesy of Jon Nevill. Ed.

News

Maatsuyker Island chart corrections

On the official digital charts (AusENC), the Hydrographic Service has moved the Maatsuyker Island light to its correct location and has added (back) the old lighthouse tower. There seems to be some ambiguity re the highest elevation, though. The spot height on the chart shows 283 m but the chart text says 296 m.



Maatsuyker Island from the digital chart

Huon Aquaculture move into Norfolk Bay

Huon has established two fish pens off Green Head in Norfolk Bay for the purpose of harvesting fish from its Trumpeter Bay lease that have been infected with POMV and potentially pose a biosecurity risk to young salmon should they be transported, in pens, to the Huon River area for harvesting. Fish will be regularly transferred to the pens in Norfolk Bay from Trumpeter Bay by their vessel, the *Ronja Huon*, during daylight hours. Fish for harvesting will be transferred from the pens at Green Head into tankers aboard the *Captain Bill* during the evenings (between 1600 and 2200) from Sunday through to Thursday every week. The *Captain Bill* will deliver the fish to Hideaway Bay in the Channel, overnight, for slaughter and processing. It is projected that the



harvesting will be completed by November. The permit requires all infrastructure to be removed from Green Head by the end of December. Sailors venturing into Norfolk Bay need to be aware of this newly established fish farm infrastructure off Green Head. And keep an eye out for the *Captain Bill* as it makes its way back and forth between Green Head and Hideaway Bay.

New Members

Peter and Helen Ward *Nangana*

Built in the mid 80's *Nangana* is a Taiwanese built 43 foot Youngsun that is proving to be very seaworthy. We have been sailing together since 2011. Originally from Victoria, our first adventure across Bass Strait was to Deal Island and next time to Tassie to attend the Wooden Boat Festival in 2013. We soon became hooked and this was followed by many other explorations including King Island, the Hunter Group and the Furneaux Group. Three Hummock Island is our particular favourite. Thirteen Bass Strait crossings later the appeal became irresistible and we moved to Tasmania. Since moving to Hobart we have been able to explore some of the southern waters including Recherche Bay, Tasman Peninsula, Adventure Bay and the Channel. We'd love to get to Port Davey next year. Peter has undertaken a Yacht master course but is yet to sit the offshore exam, which is a natural progression enhancing his boating skills as he has spent a significant amount of time on and around the sea and boats. Whilst Helen, the novice, learns as she goes. Our ambition is to finish up work in the next year or so, pull the anchor up permanently and see where the breeze takes us. We look forward to being part of the Cruising Yacht Club and look forward to join in some sailing activities.



Peter and Helen Ward (image courtesy of Peter Ward)

Rob and Tricia Greenwell - as yet unnamed Beneteau 51

We have always had an affinity with the sea and are about to embark on our own adventure. Up until this year we have shared this affinity on other people's boats. Tricia's grandfather built a 42' steel boat himself and launched it in the 1950's sharing it with his family on trips around SE Tasmania and up the coast of Australia. Whilst Rob grew up in Sydney on the beach and around the harbor always excited to get on a yacht. In adult life we have shared several delivery trips up and down the east coast of Australia on our family's yachts. Our current 'vessel' is a 14' tinnie that has seen a lot of fishing in Adventure Bay. We are now in the process of buying what one would call a larger vessel, a 51' yacht in France and embarking on the process of setting up to take delivery in Cannes, May 2019 with the aim of sailing it back to Australia over time. We are therefore keen on linking up with the yachting community in Hobart where the vessel will be registered and gathering up as much information as we can. Please feel free to contact us with your experiences and advice.



Rob heading out from Adventure Bay (Image Tricia Greenwell)

Sue and Bryan Drummond – *Birubi 5*

We are a cruising couple who live in Melbourne. We have been offshore in our previous yacht to the South Pacific and as far as Thailand in SE Asia where we sold the yacht. Always having been mono sailors, we now have a Leopard 42 catamaran, *Birubi 5* and have cruised eastern Tasmania and South Australia. We are heading down to Tasmania again for the coming summer and hope to meet many of you in our travels.

APPLICATIONS FOR MEMBERSHIP

Adagio

Dorothy Darden

Heritage

Phillip and Julie Crawford

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

Nangana

Peter and Helen Ward

Elsie

Leonie Steindl and Geoffrey Lea

Beneteau 51 (unnamed)

Rob and Tricia Greenwell

Obsession

Beverly and Stanley Pickering

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.

Minutes of the 42nd Annual General Meeting of the Cruising Yacht Club of Tasmania Inc., held at the DSS on 5 September 2017

Opening

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

Attendance and apologies

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

Minutes of the 41st AGM

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

Business arising from those minutes (if any)

There was none.

Treasurer's Report and Auditor's Report

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

Key points made by Alex included the following:

- The 2017 financial year (July 2016-June 2017) finished with the Club in a sound financial position and with a healthy reserve, making the Club able to handle any changes affecting costs, in the new year.
- 2017 Income came from subscriptions, Maritime Market, advertising and sale of goods. Social activities are revenue neutral although a large initial outlay is seen. The *Albatross* hard copy publishing is the most expensive activity. It is very popular with the members and is valued highly.
- Technically, the Club's accounting is accrual, but subscriptions are different. The Club now has all subscription income for a given year arriving within a single year as compared to previous years. This will make yearly comparisons easier. Further improvements in reporting will become apparent next year.
- Surplus for this year is primarily due to one mooring being unable to be serviced by year end, and payment to DSS for meeting facilities was not invoiced in time.
- Possible cost pressures are considered so that they do not come as a surprise. It should not be taken for granted that we will continue to have access to venue accommodation at little or no cost. DSS has been generous in providing a venue for General Meetings etc. It is prudent that we should maintain our finances in such a way as to be able to pay for venue hire in case that is required.

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

The Independent Auditor's Report is included in the Treasurer's Annual Report package. This Report confirmed that the special purpose Financial Report of the CYCT for the year ended 30 June 2017: *"presents fairly in accordance with applicable accounting standards and other mandatory professional reporting requirements in Australia the financial position of the Club as at 30 June 2017 and the results of its operations for the year then ended."* The Financial and Audit reports were adopted on the motion of Alex Papij, seconded by Shona Taylor, carried.

That Max Peck and Associates, regular current company auditors, be re-appointed for the 2017-18 year. Moved Alex Papij, seconded Shona Taylor, carried, will continue for this coming financial year.

Vice Commodore's Report as presented by Commodore Boon

The Vice Commodore resigned in May 2017 and the position was not filled. The Commodore stated that the programme of cruises commenced by Sheenagh was very successful and well supported. A selection of longer cruises (both distance and time) continued. The basis of a mentoring programme was established and we look forward to its growth this year.

Commodore's Report

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

Andrew added to his annual report with:

- The Club's new Environment Working Group of 5 + members to meet hopefully by October.
- CYCT's continued involvement in the ASC Assessment – Tassal – Tinderbox Lease. Fiona Preston attended represented the Club at the latest public meeting.
- The Club's involvement with Fish Farm navigation issues will continue.
- The member-member email list was removed last month and already there is much reduced email traffic.
- The introduction of Facebook, both private members only – Facebook Group, and the public Facebook Page, earlier in the year is going well. Tracey Taylor and Sheenagh Neill are the present administrators.

In the past, 90% of Club Cruises were coordinated by the Vice Commodore. The Commodore expressed his thanks to the 12 Cruise Coordinators for their **Presentation of Awards**. The Commodore will present Cruising Plaques at the Annual Dinner, and the Cruise of the Year will be presented at the February General Meeting.

Cruise of the Year: Richard Phillips (*Charon*). *Charon* sailed and motored from Phuket, in Thailand to Nongsa Point in Indonesia 2017. Richard has presented his first instalment of this

cruise in the September *Albatross* issue and this will be followed with another instalment in the October *Albatross*.

Cruising Plaques:

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

Election of Office bearers

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

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

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

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

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

Any other business

Alex Papij spoke with gratitude, about Dave Davey, ex-webmaster. Dave was not present at the meeting. Dave is a CYCT Life Member. His first Committee Position was as Editor, and in 2005 he became the Club's official Webmaster. The database he set up is a great asset to the Club. It is extensively used by the Treasurer and the Membership Officer and is the Club's storage for files. The proper Standardised database allows for back-up every 24 hrs, making for excellent

security. In 2016 Dave presented a plan to separate IT management from the website_management. Until now, this has not been instigated as a replacement webmaster had not been found. Even though Dave retired as webmaster this year, he has continued to write reports and work on all the requests put forward by the Committee. Alex has thanked Dave Davey for his obliging and technical support. Chris Creese mentioned the recent Queenscliff and St. Leonards' Yacht Club (Victoria) enquiry about the CYCT database.

Close

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

Minutes of General Meeting held at DSS on 07 August 2018

Guest Speaker

The Guest Speaker at the meeting was Reverend Warwick Cuthbertson. Warwick gave a presentation on his time as Chaplain in the Royal Australian Naval Reserve, the six months he served as Chaplain on *HMAS Arunta* in the Northern Arabian Gulf and also his eighty-day, fifteen-country voyage on the container ship *MSC Ilona*.

Opening

The Commodore opened the meeting at 8.30 pm, following the Guest Speaker's presentation.

Attendance

Forty-two members attended the meeting plus six guests (Sue Bedford, Bob and Jill Pratt, Michael and Elain Winand and Phil Crawford). An attendance sheet will be attached to the signed copy of these minutes.

Apologies

Eighteen apologies were received, which are listed on the attendance sheet.

Minutes of General Meeting held on 3 July 2018

It was moved by Ottmar Helm, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 3 July 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:

- Robert and Fiona Doe (*Huckleberry*)
- Derek Stoneman (*Ariadnes Clew*)
- Peter and Helen Ward (*Nangana*)
- Stan and Beverly Pickering (*Obsession*)
- Andrew and Mary Perkins (*Amodet*)

New members were requested (and existing members reminded) that each member should take home their name tag and wear it at Club meetings and functions.

Rear Commodore's Report – Lyn Peach

The Rear Commodore's report is in the *Albatross*. The Rear Commodore reminded members that the Annual Dinner will be held on Saturday 8 September at The Old Woolstore, Hobart, at a cost of \$60 per person for three courses of shared platters. Pre-payment is required by 1 September and payment details are on the website and in the August edition of the *Albatross*. Those who wished to attend should register on the website and also register if they wished to bring their boat into Constitution Dock for the night.

The Rear Commodore reported that several Club members were currently cruising in Queensland - Duncan and Eva McKenzie (*Lemaris*), Darren and Kris Schmidtke (*Karm*), Hans and Jackie Van Tuil (*Alida*), Paul and Rosemary Kerrison (*Irish Mist*), Brendan and Catrina Boon (*Dalliance*) and Justin and Judy Arundell (*Hurtle Turtle*). Stuart Mackley and Sally Holt (*Blithe Spirit*) were currently cruising in Fiji.

Members were advised of the recent sad passing of Club member Julie Marsaban. Julie was a vibrant and enthusiastic member of the Club and will be sadly missed. The Club expressed condolences to her partner, Mike Ponsonby, and her family.

As the September General Meeting is preceded by the Annual General Meeting, there will be no Guest Speaker in September. A light supper will be served between the two meetings.

Treasurer's Report – Shona Taylor

The Treasurer reported that the Club's Profit and Loss Statement was available to members and that the July surplus was \$9,373. The Audit for the financial year ending 30 June 2018 had been completed. Members were asked to include their name when making payment for the Annual Dinner.

Vice Commodore's Report – Sheenagh Neill

The Vice Commodore was an apology for the meeting and her report is in the *Albatross*. On her behalf, the Commodore reported that:

The Clean Up Day Cruise would be rescheduled as soon as possible

A meeting was scheduled for 8 August with Huon Aquaculture, who would explain the company's plans for fish farms in Norfolk Bay. The Commodore and Vice Commodore would attend the meeting and other Club members were invited to join them. Details of this matter are on the website under "Forums, Fish Farms".

The Vice Commodore had agreed to assist with the coordination of the entry of boats into Constitution Dock on 8 September for the Annual Dinner.

Commodore – Andrew Boon

The Commodore's report is in the *Albatross*. All Committee positions would become vacant in September and members were encouraged to nominate for a position and in particular, for *Albatross* Editor. Nomination forms were available at the meeting.

Club members were invited to attend a talk by an Indonesian delegation at the Royal Yacht Club of Tasmania on 6 September, the purpose of which would be to encourage people to cruise in Indonesia.

Winter Forums

Ottmar Helm advised that well over forty people had attended the recent forum at the DSS on composting toilets. The next forum would be held at 6.00 pm in the Training Room at the DSS on Tuesday 28 August, where two Police Search and Rescue officers would give a demonstration on emergency procedures, with emphasis on helicopter evacuations.

The Commodore reported that a special HF radio session had been organised for 6.00 pm on 17 September on board the yacht *Whitehaven*, for a demonstration on the Icom 802 Radio. This forum was limited to eight participants, but other similar forums could be organised, if needed.

Women on Boats

Tracey Taylor reported that in July, Kim Brewer had run a very successful Women on Boats meeting on boat maintenance with emphasis on record-keeping of maintenance issues. The next meeting would be held at 5.30 pm at the DSS on Tuesday 14 August and the topic would be the repair and maintenance of sails. Tracey encouraged new members to join the group.

Editor

The Editor was an apology for the meeting.

Items from Other Officers/Other Business

The Membership Officer reminded the meeting that at the Annual Dinner an award would be presented to the member who had introduced the most new members to the Club.

Further to his proposal at the last meeting of a “buyers group”, he advised that Island Batteries had offered members a 30% discount on batteries if they showed their CYCT membership card at the time of purchase. On behalf of the Club he had purchased ten small smoke alarms, which were for sale at the meeting for \$48.00. He also advised that he had purchased a 5-kilowatt diesel heater from China at a cost of \$280, which was a substantial saving. Another area of saving was insuring through Pantaenius Insurance, who would be interested in offering a discount to Club members.

The “Boaties Market” was scheduled for Saturday 15 September from 10.00 am until 2.30 pm at the Kettering Community Hall. The Kettering Cricket Club would put on a barbecue and a request was made for volunteers to assist on the day. Marine related items only would be accepted for sale.

Committee Member Lew Garnham advised that he had recently completed a Royal Life Saving Society course on resuscitation and using a defibrillator, which he described as very worthwhile. He sought expressions of interest from members who would be interested in this, which involved an online course, demonstration and examination. The possibility existed of obtaining a Government Grant towards the cost if twenty people or more enrolled.

Next Meeting

On 4 September at 7.30 pm the Annual General Meeting would be held at the Derwent Sailing Squadron, to be followed by a General Meeting. A light supper would be served between the two meetings.

Close

The meeting closed at 9.30 pm.

Payments to CYCT

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

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

OYSTER COVE MARINA BOATYARD

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



Services include:

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



For bookings or more information

62674418

7 Ferry Road

Kettering

Boats Tasmania

Professional Marine Surveys

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

Denis Planchon
0423 852 125

www.boatstasmania.com.au





COMPETITIVE
BERTHING RATES
UP TO 50% LESS

www.princeofwalesbaymarina.com.au



0400 927 510
powmarina@gmail.com

20 Bender Drive, Derwent Park, Tasmania 7009



BRUNY ISLAND
— GATEWAY —

CAFÉ | PROVIDORE
INFORMATION CENTRE

...

at the kettering marina

open 7 days

breakfast lunch &
delicious snacks

great coffee
cakes & icecream

79 FERRY ROAD KETTERING | 03 6267 4494 | brunyisland.com



OYSTER COVE CHANDLERY

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

CYCT MEMBERS 10% DISCOUNT ON MOST CHANDLERY

OYSTER COVE MARINA
PO Box 47
Kettering, Tasmania 7155

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

Email: oystercovechandlery@bigpond.com



STRAHAN HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

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

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



BOAT SALES
TASMANIA

Agents for:

Office: Muir's Boat Yard, 44 Napoleon St, Battery Pt
Phone: 1300 288 007 www.boatsalestas.com.au



CLUB
MARINE
INSURANCE

Australia's Largest Provider
of pleasure craft insurance

Specialising in pleasure craft insurance designed by boating people, for boating people.

- Policy options to suit your needs
- Free emergency and personal assistance service
- Club Marine Magazine

If undeliverable, return to:

Cruising Yacht Club of Tasmania
PO Box 605
Sandy Bay
Tasmania 7006

ABN 34 557 417 764

ISSN 0313-6469

**PRINT
POST**

**POSTAGE
PAID
AUSTRALIA**

Registered by Australia Post
Publication No PP.768108/00001

"And a good South wind sprung up behind;
The Albatross did follow,
And every day, for food or play,
Came to the mariners' hollo!"

Coleridge – *The Rime of The Ancient Mariner*