

Albatross

Volume 45 No.5 May 2019



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

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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. 20

	CYCT CALENDAR
<u>May</u>	
Tues 7th	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Guest Speaker Owner Tasmania Boat Charters
Sat 11 th Sun 12 th	Little Fancy Cruise
Tues 21 st	Committee Meeting @ RYCT 7.30pm
Mon 13 th	WOB Meeting RYCT @ 6.00pm
Thurs 30 th	Winter Forum @ RYCT 6pm
<u>June</u>	
Tues 4 th	CYCT General Meeting @ RYCT 7.30pm
Tues 11 th	WOB Meeting @ RYCT 6pm
Sat 8 th Sun 10 th	Kermandie and Franklin River Cruise
Tues 18 th	Committee Meeting @ 7.30pm Venue: RYCT upstairs.
Tues 25 th	Winter Forum @ RYCT upstairs 6pm

Editorial – Fiona Tuxen



I wish to thank all those members that responded to my cry for assistance. As you will see from this months issue I received a wide range of articles, o I implore you to continue.

I hope the Easter break and beautiful weather encouraged you all to enjoy our waters, unfortunately QT and I where struck down with a nasty case of the Flu, thus had to enjoy through the bedroom window, not at all what we had planned.

As you remember I started a Photo Competition last month, so please keep the photos coming.

Cheers

Fiona

TIMES DON'T SEEM TO CHANGE

Erika Shankley

The CYCT has accumulated a lot of paperwork since its inception in 1975. A number of these early records have now been deposited with the Tasmanian Archives and thanks to our collection of back issues of *Albatross*, their collection is now up to date.

A paragraph in the 1st edition of *Albatross* in December 1975 had a familiar theme: a plea from the Editor for articles.

“Now we launch our Club newsletter,” Editor, Max Redmond wrote. *“Like our Club membership, small to start with, but hopefully it will grow and serve many people. Can I plead with all (members and non-members alike) to use it?”*

Write articles for it. Write informative or abusive letters to it (yachting politics only!); use it to spread your news and views; tell us about your cruises; your building projects or needs; advertise in it; tell us what you want us to put in it; give us details of your boat (as prejudiced as you care to make them) for our Boat of the Month feature; tell us all the Club gossip for our Bird’s Eye View page; read it and lend it to your friends.”

And here we are in our 44th year and the Editor is still pleading for articles!

Commodore's Report – Richard Taylor



An item on the general business agenda this month for discussion and voting is the increase in membership fees. As I have previously written in the March Albatross magazine, our committee has only one opportunity per year to make any increase to the fees, this is written into our constitution and needs prior notice given to the members, which we have done over the last three months. "The annual membership fee of \$80 has remained unchanged for over 4 years whilst many increased costs have been absorbed over that period. A survey of other similar boating clubs that

Don't run monthly meetings,

Don't have guest speakers,

Don't have monthly newsletters,

Don't have technical forums,

Don't organise cruises,

Don't provide a buyers group,

Are actually charging MORE for their membership. "We think we are worth more because we do more"

The committee passed a motion that the annual family/single membership fee be increased to \$110 and the annual social membership fee be increased to \$85. Our constitution states that this proposed increase in membership fees requires a motion to be put at the May general meeting. I urge you all to support this motion.

Our guest speaker for April was Frances Bender, Executive Director of Huon Aquaculture. Her presentation on her company policies and background and answers to our pre determined questions listened to respectfully by our members. Frances took many questions without notice and answered sufficiently to keep the session on topic. Frances responded to me a day later to say that she was impressed with our group and thanked me for the respect that was shown and the balanced and prepared questions.

Our next guest speaker is the owner of "Tasmanian Boat Charters", Pieter Van der Woude and their boat Odalisque they promote adventure cruises around our south west coast into some of our most remote areas. Ian Johnston's publication "the Shank" describes some the places that exist and will describe their experiences. I know that some of you have already visited some of this exciting and

treacherous west coast and would love to know more, and for others who haven't it is the perfect opportunity to learn from the experts and ask questions.

Our membership is still growing , David Mitchell is continually processing new applications, we will be introducing new members this meeting.

The RYCT have previously asked our members who intend on dining before our GM to plan ordering around 6 pm, this request has been abided by and made any delay minimal so that all diners can be at our meeting on time.

Our Donald Sutherland Navigation Cruise was held over the Easter break. What a cracker of time we all had, with 22 boats in attendance , Vivante, Argos, Easting Down, Trim, Huon Mistress, Bladerunner, Ariadnes Clew, Gloria, Amodet, Entourage, Cleo, Valimar, Rusalka, Rose, Rusulka, Intrepid, Heritage, The Piper, Mr Goo, Solemer, Irish Mist , Pandora, and 9 participants in the navigation trial , 3 official time boats we almost took over the channel. We had an official start line ,start boat and start times , all participants took this very seriously, bribes were not appropriate and time clocks were sealed. All questions along the way took many alternative answers but the judges had the final decision in determining the winners. The competition was fierce and close and the winners were, Ariadnes Clew, Gloria and Entourage, "equal second." Blade Runner, " third." The very close runners up by a hair thickness difference were, Huon Mistress, Trim, Vivante, Valimar and Cleo. With the weather under our control we managed to arrange perfect weather for the entire 4 days. Day 1 which was the navigation trial day finished at Dover. We all visited the Port Esperance Yacht club where we stacked their numbers with our 43 people. Their annual regatta was being held and they were extremely grateful for our weather input. Day 2 took us to Southport at the deep hole, where our winners were announced and prizes presented, special awards to all runners up, all hand picked!!!!. Most crews were mentally exhausted after the event with the crew from Trim I believe almost needing to be carried back to his boat . Day 3 was a pleasant sail to Cockle Creek anchorage and a beach get together for the traditional nibbles, and a natter took place. The bar has definitely been raised with an array of seafood selection especially flown in , included imported avocados, Italian dips, smoked things, to the point that our cheddar crackers were discretely kept for the seagulls. Special thanks to Amodet and Argos for their timekeeping accuracy and perfect record keeping. The generous prizes donated by Oyster Cove Chandlery, Bruny Island Gateway Cafe, Oyster Cove Hotel, and the CYCT were well received. Future donors like Qantas, Virgin, Hilton, Ansett, Compass airlines and Palmer resorts will be approached for the

next years event. It might be very popular so we will open entries shortly. Thanks everyone who participated, it really was a fun event.

The next cruises to put into your calendar are Little Fancy and the Kermandie weekends. They will be very popular with the Kermandie taking on a very different theme, I hope you will enjoy the difference, more updates soon.

Regards Richard Taylor Commodore



Vice Commodore's Report - Greg Hitchens

Hi all,

Once again a big thank you to Phil Bragg and Barbara Weetman for coordinating the Quarantine (nee Coningham) cruise and the New Norfolk cruise. The reports I have are that both were very well organised and enjoyed by the participants.

This Easter weekend Richard and Shona are running the Donald Sutherland Memorial Navigation Cruise to Dover and destinations south. There are over twenty boats registered, so I am sure that there will be a lot of camaraderie and not a little fun to boot.

11-12 May we will be cruising to Little Fancy for an overnight cruise. More on this a little closer to the event.

We are working on the details for the June long weekend cruise to Kermandie and Franklin. I hope to be able to provide more details at the next General Meeting.

We have received a notice from the CYCT about their 61st Seamanship & Navigation Trial to held in 3-5 May. If you are interested, you will find more details and how to register at this link

<https://ryct.org.au/nav19>

Happy and Safe Sailing

Greg Hitchens

	March	April	May	June				
Mon		1						
Tues		General Mtg	2					
Wed		3	1					
Thurs		4	2					
Fri	Extended East	5	3					
SATURDAY	Coast	2 Barnes Bay Reg.	6	4	1			
SUNDAY	Cruise	3	7	5	2			
Mon		4	8	6	3			
Tues	General Mtg	5	9	General Mtg	7	General Mtg	4	
Wed		6	10	8	5			
Thurs		7	11	9	6			
Fri		8	12	10	Huon River	7		
SATURDAY		9	New	13	Little Fancy	11	Kermandie /	8
SUNDAY		10	Norfolk	14		12	Franklin	9
Mon		11		15		13	Cruise	10
Tues		12		16		14		11
Wed		13		17		15		12
Thurs		14		18		16		13
Fri		15	Donald Sutherla	19		17		14
SATURDAY		16	KYC/CYCT	20		18		15
SUNDAY		17	Navigation	21		19		16
Mon		18	Recherche	22		20		17
Tues		19		23		21		18
Wed		20		24		22		19
Thurs		21		25		23		20
Fri		22		26		24		21
SATURDAY	Coningham Bch	23		27		25	Dark	22
SUNDAY	Coningham Bch	24		28		26	Mofo	23
Mon		25		29		27		24
Tues		26		30		28		25
Wed		27				29		26
Thurs		28				30		27
Fri		29				31		28
SATURDAY		30						29
SUNDAY		31						30
Mon								
Tues								

Public and School Holidays: 8 Hour Day 11/3

Good Friday 19/4

Easter Monday 22/4

Queen's Birthday 10/6

Anzac Day 25/4

14-23 Dark Mofo

Other Events:

KBC Barnes Bay
Regatta 6/4
Port Esperance SC
Regatta 19-22/4

A Quick Easter Hop and Limp – Lew Garnham

After almost 19 weeks on the hard, *Minerva* was relaunched (Wed 17th April) at the Margate Marina sporting a bow thruster installation and a new but fragile bottom. When the motor was to be started only alarms for water ignition and shaft lock were heard. As the latter had been partly disassembled when the prop shaft was removed a quick short circuiting of wires allowed ignition. Back at the Marina a good wash down removed the last of the blasting grit from the decks.



Thursday morning was spent chasing 32 mm mooring rope, thimble and shackles to suit, and in the afternoon internal cleaning and reloading of bits started. It was soon discovered that the rear seacock appeared blocked? a missed rag plug? so a diver was called. The valve was freed of some gunk, the spindle reactivated with a spanner as the handle was damaged. Still no flow till the water pump was replaced also. On Thursday night the kitchen bench was a sailmakers loft with splicing fids, twine, hot knife, thimble and shackles. Finally the hard and soft eyes were done, as were mine!

Friday finished the pump installation and after a welcome home from Tom, he and Jill decided to come to Nubeena as well. The dinghy and outboard went aboard at 10 pm, water tanks filled and a final tidy.

A 10 am start on Saturday took advantage of the ebb tide and soon sails were set for a run down the Derwent, outside Betsy's reefs and reach across Storm Bay. What glorious open water sailing on a smooth sea, gentle ocean roll and steady 20-25 knot NW breeze. *Asylum* was on the DSS mooring, Tom went to the MaST mooring. The CYCT mooring was vacant of any boat and visible top Rope! A long line was attached to both sides of our bow and manoeuvring close, the rope bight was finally cast right over the buoy to snare it at the base. The top rope hung menacingly down devoid of floatation. There were a few cuts in some strands? propeller or mooring chafe damage, Tom came over and after a lot of grunting the new rope was shackled on and moused. Time for our booked pub dinner!



In a glorious evening in the sheltered estuary, our two dinghies were soon tied to the floating launching ramp pontoons with us ambling along the foreshore track to the pub. A good menu with plate filling servings, wine and good company cheer. Tomorrow Tom had to return to work while Lizzie, Edward and I were heading for an O/N at Barnes Bay.

We all felt safe on the secure mooring as strong winds whirled the impotent D400.

The Easter Rabbit's egg visit was discovered by a very excited Edward,

but the bunny left the last laugh on us. At departure the starter key again sent out alarm tones. It was disbelief at finding the short circuiting was still intact. *Suhail* came alongside and Tom and I spent several hours trying to trace circuits for the fault. Final move was a screw driver start with short circuiting the starter solenoid, a trick all well-educated boys know! This is something we all should know how to do.



With engine left running we had another great 'ocean' sail to the Iron Pot where strong headwinds motivated furling and engagement of mechanical prolusion gear!

Tied up, tired and hosed down (cheesed off!), we unpacked the boat and headed to our daughter's for our waiting dog and pizza. Thanks Col for coming to meet us at the docks.

Great to be out on the water and flying the Albatross again!

Lew Garnham *Minerva*

Furneaux Islands Adventure – Marion Stoneman

The Furneaux Islands have been on our sailing bucket list for a long time and in mid February this year we finally made the trip. With just two of us on board provisioning was relatively straightforward, but we did upgrade quite a bit of equipment for the challenging conditions we knew were ahead of us. This included a new Rocna anchor for better grabbing and holding, a portable folding solar panel mounted on the bimini, new generator, as the old one had seized up, new Navionics charts for all of Tasmania uploaded on an iPad, and our best investment of all, a pair of radio headsets to use whilst anchoring.

We travelled up the East Coast quickly, slipping onto the end of the CYCT east-coast cruise convoy through the Dunalley Canal and Marion Narrows, and getting to Wineglass Bay on our second night out. We had to stay there two nights, however, as a strong westerly blew up. Here we found ourselves in the middle of the Van Diemen's Land Circumnavigation Cruise fleet, with 26 boats anchored in a very lumpy swell, but were glad to be out of the wind. Derek and I walked across the isthmus to Hazards Beach where we watched with alarm as the Freycinet water taxi dragged its anchor and beached sideways in the wind whilst offloading a boatload of elderly passengers.

The next morning we headed north amidst the first half of the VDL fleet and reached Binalong Bay by mid-afternoon, where we took one of the MAST moorings. We'd consulted the tide tables and, keen to go with the considerable tidal current rather than against it, we opted for a night-time crossing of Banks Strait, and slipped off the mooring at midnight under a full moon. We unfurled the headsail to take advantage of a light westerly wind, but gradually furled this as the wind strengthened over twenty knots near Banks Strait. We were each taking 2-hour watches, with the other resting below (next to a handheld radio in case needed urgently), and during my final rest shift the wind and waves began to build until I was being thrown around so much I began to feel rather queasy. It was heavy going for the next hour or so until we reached the shelter of Rebecca Bay on Clarke Island, where we gratefully dropped anchor out of the swell as the dawn broke. The wind didn't let up and after an uncomfortable 24 hours, during which we moved to Moriarty Bay to avoid the predicted south-westerly – which, yes, you guessed it, turned into a north-easterly at two am, putting us on a very shallow lee shore! At this point we decided to sell the boat and buy a caravan.

At four am we gave up that anchorage and set off for Lady Barron, travelling up the east coast of Cape Barren Island. By the time we reached the notorious Vansittart Shoals it was full flood tide and we rode the rapids that ran in the narrow channel rather nervously, keeping eagle eyes on the coast, shallows, runnels, charts and depth-sounder, whilst trying to remember to breathe. It was here that our chart-plotter screen suddenly failed, so added to our worries was a quick trip below to turn on the repeater screen in the saloon from where I gave Derek

instructions – ‘left a bit... now right a bit’ – via the radio headset. It wasn’t the only time these proved invaluable, as you can imagine they were during our anchoring manoeuvres in the overabundance of lumpy, windy anchorages.



Ariadne's Clew is a 2008 Jeanneau 39i. Since we bought her new we have not had many issues, but this trip we found that a ten-year-old boat is certain to have some things go wrong. After the just-repaired inflatable kayak developed two leaks on its first trip, the VHF radio stopped working

just before we headed into Banks Strait and the chart-plotter issue in the middle of the Vansittart Shoals we thought that would be the end of our run of bad luck. Sadly, it was not to be.

After a visit ashore at Lady Barron we headed around the south-west tip of Flinders, again riding the flood-tide where we managed ten knots under headsail alone. Under the rugged beauty of Mount Strzelecki we motored in to Fotheringate Bay and dropped the anchor. This is when the next problem occurred. I had just set the anchor and was deploying the snubber when the electric anchor winch suddenly stopped. There followed several hours of diagnostics, including phone calls to an electrician and a mechanic. The upshot was the motor had died. Kaput. We stayed overnight and next day had a wonderful time ashore at Trousers Point, but after Derek sweated away raising the anchor by hand in the afternoon we had no choice but to head back to Lady Barron. Here we enjoyed a serendipitous weekend ashore, hired a car and saw quite a different side of Flinders Island, including visiting the fascinating Furneaux Museum at Emita, the historic site of Wybalenna and the island's mid-point at Walkers Lookout, while we waited for a replacement motor to be flown in to Whitemark on Monday afternoon.

Back on the water again we found our time for cruising further north was limited, and only made it as far as Roydon Island before turning back for the return leg. On the way south we visited Cape Barren Island, where an aboriginal elder friend gave us a guided tour of his beautiful island. The Furneaux is a challenging but beautiful cruising ground. Dotted with more than fifty

islands, countless rocks and shoals, swept by roaring winds and strong currents it's no cake-walk, but the sea is blue, crystal clear and enticing, the stunning granite peaks and sculpture-like outcrops vary from grey to red, and the whole area is teeming with wildlife: short-tailed shearwaters, Cape Barren geese, gannets, terns, penguins, seals and dolphins were just a few of our companions on our eighteen-day adventure.

Marion Stoneman, *Ariadne's Clew*

I have blogged each day of our trip, and you can read about the whole expedition and see more photos at ariadnesclewblog.wordpress.com For the first blog of the trip visit: <https://ariadnesclewblog.wordpress.com/2019/02/17/casting-off-for-the-furieux-islands-16th-february/> and you can then scroll forwards.

Facebook Report May 2019.

At the request of Sheenagh Neill to relinquish her role as Facebook Administrator the committee have appointed Erica Shankley to the position. We thank Sheenagh for her contribution and effort over the time she was involved. Richard Taylor

Kettering to Wineglass Feb 16 to March 1st 2019

Lively and lovely 2wks exploring the Norfolk Bay and Mercury Passage areas with an energetic flotilla, ever willing to take it to the line.



Figure 1 Mystic sailing home

Participating boats:

‘Cirrus’, ‘Galadriel’,
‘Maybe’, ‘Mystic’, ‘Nebo’,
‘Rusalka’, ‘Sheoke’ and
‘Trim’.

“Easting Down” came to the party for our initial gathering in Limes Bay, and kindly set their alarm bell (much appreciated?) for our early start the next morning to tackle

the notorious Dunalley Canal. Not all boats felt secure in the conditions, but most soldiered on and made the passage without incident.

Happily, all continued on to reconvene in Shoal Bay, where we were joined by ‘Maybe’, to enjoy convivial drinks on the beach. The conditions proved conducive to a further pleasant day’s stay there.

The next few days saw us anchored off the beach sheltered from the Westerlies at Orford for an extremely enjoyable 2days exploring the town and surrounds. This interlude included a bracing walk along the river to the Convict ruins, and a most enjoyable BBQ at a parkside beach, after which we were rewarded with a spectacular sunset to guide us back to our boats. The next day, an exciting leg to Mayfield took us to our next overnight stop. Conditions advised then crossing to Bryan’s Corner, a glorious Whitsunday-like spot without the crowds (we decided to keep it a secret.....). Spent the next few days across the passage at Crockett’s Bay, again idyllic conditions with glorious swimming, fishing and walking opportunities; in particular, the view from Bear Hill is well worth the climb. We were joined here by ‘Crown Venture’, who kindly hosted the crowd for an elegant soirée.

Sadly, Day Nine and time to head homeward, via Shoal Bay, and the Dunalley Canal. The original intention was to return via Tasman Peninsula, but due to the weather, there was a well-considered change of route. Our second ‘Canal’ experience was less pleasant, and we found ourselves battling strong headwinds entering Norfolk Bay and across to Monks Bay, where we were much relieved to find calmer water and friendly cheer, in the form of ‘Irish Mist’, ‘Pandora’ and ‘Tarooki’.

Lovely calm conditions at Monks and a lovely beach to explore so stayed there two nights, then headed over to Sommers Bay for final couple of halcyon days. A walk to Flinders was enjoyed by many.

All-in-all a wonderful sailing experience, made all the richer by the company of fellow travellers.



Figure 2 Orford Sunset

Our Greek Home – Pat Price

How time flies! We are currently getting ready for our sixth winter escape into the Mediterranean. We will re-join Penelope, our Bavaria 42 in Greece mid May.

We bought Penelope in 2014. Holidaying in Bali at the time we noticed a Northshore 46 for sale in Thailand. Penny stayed in Bali and I travelled to Phuket to inspect. Unfortunately the Northshore was a bit tired. But a seed was sown and we began to look at options. While still in Bali it came to our notice a Bavaria 42 was for sale in Greece. A year 2000 model and it was on the harbour wall at Katakolo which is on the west coast of the Peloponese. Owned by an Australian who lives in Sydney and the Bavaria was Australian registered. Many emails were exchanged. The yacht seemed in good condition according to the owner. And a couple of weeks later when we were back in Tasmania we were able to speak with the owner by phone and slowly we became enchanted with the idea of owning a yacht, a second home, in Greece. And escaping the southern winter.

It is a long way to travel to inspect a yacht. . Especially if we were not buy her. So, lots more questions to the owner. And the seller did seem an honest sort of bloke. We ended up buying her without seeing her. Or having a Surveyor inspect her. Surely all would be OK!

It was some two months later we finally travelled to Greece to find out if we had bought a lemon. Had we done our dough by trusting to an eager vendor? Imagine the trepidation on first seeing her, lonely on a cradle on the public harbor wall at the side of the small town of Katakolo. On first inspection she looked great. Big. Two double aft cabins, a forepeak double and forward of the saloon a "bunk room" to starboard, two bunks, under and over. Now used mostly as a storeroom. And twin bathrooms each with a head and shower. Mast and rigging looked good, actually a new mast quite recently.



Our new yacht was called Goode Thing. Not to our liking and surprisingly the name Penelope was not taken up on the Australian Register of Ships so that is her new name. A good Greek name and of course Penny is rapt.



We stayed at Katakolo a few days antifouling and provisioning and getting used to our new second home. On launching the engine stated at first touch. All was good, our gamble was paying off. We left Katakolo and headed north up the Ionian Island

chain. First to the island of Zakynthos about 25 miles distant. We anchored off Keri Beach behind Marathonisi Island and had our first swim in the Med. Then up the east coast to Zanti, the island capital. And our first attempt at stern to mooring, dreadful seamanship displayed in full view of a ferry loaded with amused. You should see us now! Well mostly.



In that first year in Greece we sailed as far north as Lefkas where Penny departed ship as she had to return to Australia. I single handed for a few more weeks and returned Penelope to Katakolo where she was returned to her cradle on the town harbour wall. She did look a bit lonely as I left. But, next year would not be far away.

Over the years we have had friends and family join us on board. They certainly have enjoyed the swimming, the tavernas, the Greek people and the exploring. History everywhere. The Ionian Islands are a touch of paradise.

We typically spend 7 months each year at home and 5 months in Greece. In Greece May through September. A foreign yacht can stay in Greece for 18 months and as a bonus for the time she is laid up the clock stops. For only 5 months per year in the water, the yacht can stay for years. We did sail to Albania a couple of years ago. We reset the 18 month clock and had a

great experience with this evolving country. From a harsh communist regime displaced not so long ago and today a thriving republic.

For us buying a yacht in the Med has enriched our lives in retirement. We will leave our home in Tasmania again soon for the wonderful Med, catching up with friends and some sailing in the second best cruising ground on earth!

We would not recommend buying a yacht on the other side of the planet without the usual pre-purchase safeguards. However we can report that our purchased yacht actually exceeded our expectations.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

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

Waiting at the Altar – Kerry Johnstone

Dr. Steffen Oppel, Senior Conservation Scientist, RSPB

In some cultures, it's traditional for the bride to be a little bit late to her wedding... but maybe not a whole week late. My colleague Jenn and I were on an RSPB expedition tracking [Murphy's Petrels](#) on Henderson Island in the South Pacific, a remote, uninhabited island thousands of miles in every direction from the nearest continent. We had planned to stay on the island for 90 days, but a few days from the end of our stay we heard the news that the ship that was supposed to pick us up had broken down in the Pacific and had to return to New Zealand. This meant that we would get picked up two weeks after schedule. Not a huge disaster, perhaps, except that Jenn had organised her wedding in French Polynesia for a week after our planned return – meaning that she would be missing her wedding by a whole week. On what would have been the day of the wedding, me and the rest of the research team decided to cheer Jenn up by holding a dressing up competition. We gave ourselves five minutes to collect rubbish from the beach, and we could only wear what we had found.



When we finally got to French Polynesia, Jenn's extremely patient husband was keen to proceed with the very belated wedding. However, all the other guests had had to go home. Who would make up the wedding party? Me and the research team rallied round, attending the wedding in our torn, dirty field clothes, as we had no other garments. At least they'll have an interesting story to tell their grandchildren...

Women on Boats April Meeting – Tracey Taylor

An opportunity to hear Jo Breen share her adventures and sailing experiences.

The April Meeting of Women on Boats was another insightful and Inspiring evening. Jo Breen, famous for her 2018 Melbourne to Osaka double handed race, regaled us with her personal story and experiences. Everyone was totally captivated with her youthful enthusiasm for sailing and her story, which highlighted “you can do anything” if you have the desire and passion to pursue it. Jo's early experiences sailing as a 12 year old, at the Tamar Yacht Club set her up for her future destiny. RYA Yachtmaster offshore sailing credentials were achieved In Gibraltar, these established Jo as a Skipper. Her delivery tales show, stamina and endurance, as well as a desire to succeed no matter what the odds! With thousands of Nautical miles to her credit, (mostly hand steered!) she then spent 9 months in the high latitudes below and around Cape Horn, working with famous Yachtsman Skip Novak aboard Palegic. Building on this amazing chapter, Jo challenges herself to a solo delivery from Azores to England. Quite the adventure! Reassured by this achievement, Jo is inspired to become involved in a serious off shore sailing race, the 5,500 nm, Double handed Melbourne to Osaka....The story unfolds, with lots of work to ensure the campaign is a success. Morning Star a S & S 34, is the smallest boat in the 30 strong race....Like all great adventures, there's a terrific lead up and plenty of set backs to test her metal! Include a delayed start due to no wind!

Overall the race is resounding success. Building on her astute navigation skills, even the Doldrums can't stymie Morning Star. Sadly Jo Is pipped at the post In the last 24 hours by a vessel twice the size and with 10 times the budget! After 39 days at Sea, Jo has some great advice for passage making!

Relocating to Hobart permanently, Jo now heads up the DSS sailing courses, with a definite focus on encouraging and empowering women. She highly recommends getting in touch for personalised training aboard EOS or join in a team aboard a SB 20 for a serious up close and personal approach to Sailing on the Derwent.

A follow up social gathering at all Thai, saw much further and deeper discussions shared over a casual dinner. Thanks again to Jo for all your efforts and for a really interesting presentation.
Tracey Taylor

<p>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 <i>Albatross</i>, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.</p>
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Membership Officer's Report – David Mitchell



It seems to have been a relatively quiet month on membership matters but at least it is nice to be able to welcome John and Lyn Bryant, Rob and Joanna Nolan and Michelle Lucas and John Dryden to the club.

We also have received a membership application from Tolly and Josephine Jaworsky as a result of them having met up with our Commodore on the recent club navigation cruise over the Easter Long Weekend. I understand from what Richard tells me that they have a beautiful Herreshoff ketch which took many years to build but is now being enjoyed as it was meant to be. A lovely addition to the waters of Tasmania and now our club.

I think one of the really lovely things about being a member of the CYCT and as a cruising sailor, is the opportunity to see the huge variety of yachts and motor boats that grace our waters, when we are out cruising. For not only do you get to see them in their element but in many instances the chance to look onboard and see at first hand the beauty of their design and construction, let alone socialize with their owners.

I mentioned at the last meeting about providing the link to one of our club member's travels with his family aboard their boat, *Eclipse of Hobart*. Denis Planchon (Boats Tasmania marine surveyors), who also is a club advertiser has taken off on *Eclipse* (Holeman and Pye 52 ft ketch), for a cruise to New Caledonia and beyond. The trip with his wife Anita and their two young children is planned to take a year or so. Anita is writing a blog on their adventures and if you are interested you can follow it at Eclipseadventure.wordpress.com Anita's writing and photos of their trip is well worth enjoying. As some of you may know, I had the great pleasure and good fortune to sail with Denis and his good friend Eric in delivering the boat down from the Goldcoast to Kettering a couple of years ago. For me it was such a great adventure and a special sail trip to remember.

They have just arrived in Sydney for a well earned break before pushing onwards towards their initial final destination.

Due to the ongoing rise in costs to run the Club, Administration, Printing, Maintenance of Club Moorings and Accommodation for our Monthly Meetings and Forums, The Committee recommends that we increase our annual membership fees to be set at;

General Membership to \$110.00, Social Membership (those without boats) to \$85.00

This need to be set at the May Meeting. (according to the constitution)

APPLICATIONS FOR MEMBERSHIP

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.

Gloria of Hobart
Tolly and Josephine Jaworsky

WELCOME TO NEW MEMBERS

Lalaguli
Rob and Joanna Nolan

Olango
John and Lyn Bryant

Prion
Michelle Lucas and John Dryden

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.

**Members Buy and Sell**

Any member that may wish to advertise goodies for sale, please ensure all information, i.e. Description of Goods and your contact numbers to enable the sale, will be shown on this page.

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 06 700 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

Juliet shanking in the SW 2019 – Andrew Boon

FoM, the Friends of Melaleuca (Wildcare) group, celebrates its 10th birthday this year and has conducted annual working bees for the decade. *Juliet* has fronted up for six of them (*Reflections* got to a couple, too). As well as carrying out needed work at Melaleuca and Clayton's Corner, participation in these working bees is a great way of finding out a lot about the natural, cultural and industrial heritage of the area, as well as meeting some great co-volunteers.

So we keep going back!

Around the working bee, *Juliet's* crew usually manages to fit in a bit of walking, exploring, radio-submitting, depth-sounding and chart-checking. Which usually means occasionally running aground or getting a bit lost. Nothing too serious, though.

This year we had an additional activity: 'shanking'. Thanks to Ian Johnston's great rutter, cruising yachts now have a vastly expanded list of possible anchorages than the traditional anchorage guides gave them.

Juliet left Geilston Bay about noon on Thur March 7. After topping up with diesel at the MYCT, we motor-sailed to The Quarries for the night. My crew was Helen, FoM Secretary, and Mitch, who was on his second trip around. We also had some freight for Melaleuca: boxes of food for the volunteer caretakers, a box of gear for another volunteer, a refurbished wind generator, boots and boxes of fasteners for Chris Creese (all saving the cost of air freight).

Friday we motor-sailed to The Pigsties and on Saturday we motor-sailed to Bramble Cove, having a look at the haulage on Maatsuyker Island (from the water) on the way. This was the first time we had gone from Recherche to Port Davey in one day for many years. We usually spend at least one night on the south coast, but this year the forecast and the swell were against us. Mt Milner was climbed, the view was fantastic (again); we looked at the whalers gravesite, the datum point and the kayakers camp, said g'day to *Amodet* who arrived about midday, then moved up the Bathurst Channel to Ila Bay for Sunday night.

We arranged to rendezvous with *Poinduk* (Geoff and Janet Fenton) at Kings Point late on Monday to trans-ship Helen and the freight. We filled in Monday by going into the Old River where we anchored for lunch, then took the dinghy further up the River to see the Huon Pine stand. The entrance to the Old River has a barway, but I had waypoints to follow from a couple of previous trips and soundings from the dinghy. Nothing less than 0.2 m beneath the keel this time.

We returned to Ila Bay for the night and sat out the rain, hail, thunderstorms and a bit of sunshine on Tuesday. Wednesday morning saw an early morning trip beyond the Breaksea Islands to empty the holding tank before heading up to Melaleuca. Next year the composting toilet will be installed, so no more 'night cart' runs every few days!

We tied up on Kings mooring in the Melaleuca Inlet after some embarrassment, stuck in the mud for a minute or three while turning towards the mooring. Mitch and I joined the working bee for the next week, more details here:

<https://wildcaretas.org.au/group-news/friends-of-melaleuca-wildcare/melaleuca-working-bee-march-2019/>

After the working bee, we loaded some 'back freight', a faulty wind generator, couple of expired truck batteries, box of equipment and surplus fasteners, then headed down the Inlet and tied up at Clayton's jetty. We topped up our water (the tank at Claytons was three-quarters full, working well again) and we climbed Mt Beattie where Mitch erected his HF amateur radio equipment and contacted the required number of stations to claim a Summit On The Air

(SOTA) peak. Motoring down the Bathurst Channel, we passed the Coral Discoverer, anchored, and found Windward Bound in Schooner Cove. We spoke to Liz, a friend of mine who was a passenger, and Kate Hoorweg, the super caterer from the Living Boat Trust, who was ship's cook.

The original itinerary for *Juliet* was to return home at the end of the working bee, with a volunteer couple from the working bee in the crew. A medical issue meant that the couple did not attend the working bee and, as Mitch and I didn't have anything pressing in the next couple of weeks, we decided to take advantage of the wonderful spell of good weather and head to Macquarie Harbour. We had a favourable current and a light following wind as we motor-sailed up the coast. Checked out Mulcahy Bay and eventually anchored in Hartwell Cove (southern end of Christmas Cove). There was a fishing boat there when we arrived and another joined us later - always a good sign!



Next day we motor-sailed to Strahan in light conditions. Spoke with the TasPorts rep and tied up near the fuel berth for the night. Had a counter tea and a quiet night. Next morning, we had a gas bottle refilled at the service station (also had swap-and-go bottles, but I have galvanised gas bottles), stocked up with fresh

groceries, spoke to Trevor Norton (skipper of *Stormbreaker*) about anchorages and cruise boat timetables and bought his 'mud maps' of the Harbour and Gordon River. We then sailed to Farm Cove, did a bit of sounding and checked the locations of a cardinal mark (note to Hydrographic Office coming up) and other marks. We stayed at anchor in Farm Cove for three nights, sitting out the gale warnings (what good weather?!). Very good holding.

On Tuesday March 26th, we motor-sailed to Birchs Inlet and sailed as far south as we could, getting a close look at the entrances to the Birch and Sorell Rivers. There's a dinghy trip for next time! We anchored on the west side of Birchs Inlet, half-way back towards the entrance. Next day we headed up the Gordon River, stopped at Heritage Landing (alongside the walkway with the forestry in the trees) for the tourist look and departed just as the *Spirit of the Wild* was arriving (1100 hrs).

CYCT Photographic Competition



Figure 3 Moon Over the Furneaux Group - Gordon Armstrong

CYCT Photographic Competition



Figure 4Banks Strait - Marion Stoneman

Albatross TaskForce – Kerry Johnstone

Imagine sailing towards land after weeks at sea on board a fishing vessel, braving seasickness, perilous weather, and the all-pervasive smell of squid. Then imagine seeing the enormous, majestic silhouette of an albatross wheeling overhead, knowing that it is returning in safety to its chicks after a successful foraging trip.

For albatrosses, one of the world's most threatened groups of seabirds, every life saved makes a huge difference. In modern times, the 'kings of the ocean' have been meeting tragic ends tangled in fishing gear or caught on baited hooks while diving for food – in fact, this accidental 'bycatch' is one of the main causes of their decline.

Fortunately, things are changing. In 2005, BirdLife and the RSPB (BirdLife in the UK) set up the [Albatross Task Force](#) (ATF) – an international team of bycatch prevention experts working alongside governments, communities and fishers [on board their vessels](#) to save seabird lives in some of the deadliest fisheries across the world. And they're succeeding. From April 2017 – March 2018 alone, they have:

1. Pioneered new technology

Pelagic longline fishery, Brazil

Using Hookpods. Small re-usable devices which have a pressure-release mechanism that liberates the hook at depth offer 10 metres - out of the reach of albatrosses.

LED lights replace disposable plastic glow sticks which are used to lure the fish.

2. Been nominated for a major conservation award

Purse seine fishery, Chile

ATF developed a new kind of net that not only reduces by catch by 98%, but also saves fishers \$3,000 per vessel as these nets are much cheaper to produce using 800kg less mesh.

3. Trained law enforcement agencies

Pelagic longline fishery, Brazil

4. Achieved zero mortality rate across 84 trawls

Demersal trawl fishery, Namibia

Before the Albatross Task Force came along, there was an estimate of 30,000 bird deaths a year.

5. Educated the next generation of fishers

Industrial trawl fleet, Argentina

The ATF has been delivering an educational outreach programme in schools surrounding key ports where a third of students have family members in the fishing industry.

6. Transformed one of the world's worst fisheries into a gold standard

Demersal trawl fishery, South Africa

7. Continued to change laws, opinions and an entire industry

To date, the AFT has secured by catch-prevention regulations in eight out of its ten target fisheries, and the number is set to rise to nine in the coming year.

CAN WE PUT AN END TO PLASTIC WASTE?

Eight million tons of plastic waste enters the ocean each year.

It has reached every part of the marine environment from the ocean surface to the very bottom of the world's deepest trench.

The amount of plastic in the world's oceans is expected to triple in a decade.

The solution is to use less of it.

"By the time a plastic bottle is made it is too late. There is nothing we can do except to keep it in landfill rather than on a beach.

So the real story here is about changes in consumption rather than changes in dealing with waste."

(Dr. Trevor Sink. Institute for Business, Ethics & Sustainability at Loyola Marymount University.)

"Plastics are long lived durable materials. That's the good thing about them and that's the bad thing about them". (Professor Christopher Cheeseman. Imperial College, London.)

"...maybe consumers need to deal with the trade-off of having the occasional broken bottle." (Dr. Kate O'Neill. U.C. Berkeley.)

Incident on Clarence Bar – Peter McHugh

Chris and I have reported a lot of our good experiences and some of the bad while cruising with Honey Bee over the last few years. This is a rather nasty experience from our trip up the East Coast last year.

This little adventure was entirely my fault, caused by impatience, poor judgement and maybe a bit of over confidence!

We had stopped overnight in Coffs Harbour, picking up a mooring by the jetty, after a good run up from Port Stephens. We had planned to stay a few days in Coffs, but the wind was good and it seemed a shame not to make a few more miles. The day was a brisk southerly and we very quickly covered the distance to the Clarence River.

We have crossed this bar a few times on previous trips and never had difficulties, but the most recent time was in 2014.

We dropped sail off the river mouth and headed for the northern approach to the bar. There was a substantial SEly swell and as we closed the entrance it really humped up and seemed quite threatening. We turned around and headed back across the outer face of the bar to the southern side. The main part of the bar was breaking heavily, but as we got further around to the south there appeared to be a calm channel (at least to me – Chris thought differently!).

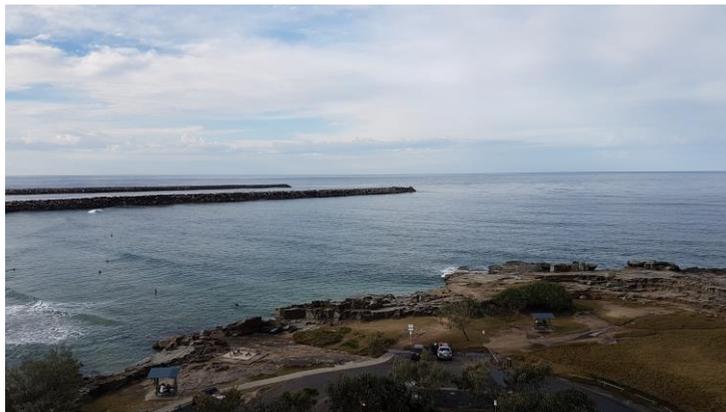
We headed in. Almost immediately a steeper swell appeared. It formed a near vertical wall behind us, but we lifted to it and surfed in a most spectacular manner for a few moments (our GPS track showed 16 knots around then). As we slid off the back of the wave and slowed dramatically, despite full power, I realised that the next wave was going to be much worse.

I had time to yell that the wave was coming aboard. There was a violent moment of high confusion and then I was hauling on the wheel to get us back on course for the river mouth. Within moments we were in the Clarence River and all was calm again.

At this point, we were both soaked, with sea boots full of water. There was water everywhere including below decks. When I looked around, I realised that our dinghy (which had been hanging in davits) was gone. At this point we were hailed by the local VMR who asked if we had called a Mayday. We think that possibly someone witnessing our experience had called Mayday on our behalf, but this was not confirmed.

We anchored in the Iluka anchorage and took stock. There was a lot of water below deck, enough to flush out the bilge and wash down sufficient dust and dirt from inaccessible nooks and crannies to block the automatic bilge pump. The rest of the water was pumped out manually.

There was no sign of our brand new Highfield RIB. The clips for attaching it to the davits were bent wide open. This almost certainly saved the davits. In departing, the dinghy had crashed into the pushpit, demolishing much of the rail. It also hit one of the backstays, bending part of the turnbuckle.



In retrospect it is clear that we broached wildly on to our starboard side, going over at least 60 degrees, possibly more, and that the wave broke into the cockpit, filling the dinghy until the snapshackles

opened and it departed.

We did an initial clean up in the anchorage and moved into the Yamba Marina the next morning. There followed 10 days of hard work to clean up and undertake repairs. Fortunately there is an excellent rigger (Scooter Hinton) at the marina and a number of engineering works nearby. Andrew Harris Engineering were frantically busy with major projects, but found time to rebuild our pushpit. The Marina Cafe provided excellent coffee and food when we needed a break. All in all, it was a great spot to recover and rebuild. There was no sign of our dinghy.

We left Yamba without a dinghy and had a pleasant sail north to Southport where we picked up a new Highfield.

We are insured with Pantaenius. The resulting claim was large enough to make the effort of claiming worthwhile, but small in relation to our excess, so the whole thing was mostly fixed at our expense. Ultimately, we got a small payment from Pantaenius, but the process was very slow. Fortunately, we didn't have to wait to progress repairs. Overall, we were underwhelmed by the level of co-operation and assistance. This was our first insurance claim since we started sailing in the mid 70's.

There are undoubtedly lessons to be learned from this. Mostly the key thing I did wrong was to be impatient at a time when there really was no rush (or even need) to cross the bar. Waiting longer and watching would have improved our chances considerably, especially as two other boats crossed the bar a little later without difficulty.

On the up side our steel hull handled the whole thing beautifully, keeping all the damage superficial – the aft railing bent and tore, the deck didn't fail. The targa arch stayed in place

without damage because of the weak points in the snapshackles. If the dinghy had been more firmly attached, the whole arch may have collapsed. Most importantly neither of us were hurt at all (if you don't count my damaged ego). And it turns out that the Samsung S7 really is waterproof.

Peter McHugh – *Honey Bee*

Voyage on James Craig to Sydney – Lew Garnham

All from trying to organise a CYCT members discount for one of the 2 hour WBF James Craig cruises, it resulted in Lizzie prompting me to buy the last berth on the JC's return voyage to Sydney. As passenger crew it would guarantee a trip and the option a full ship crewing experience. Enthusiastically I was soon doing on line training modules including a working aloft open exam. Payment and medical examination completed requirements.

Before my departure and Lizzie's family visiting holiday, we shared the fireworks evening on the JC.

The Wednesday afternoon prior to departure was for dockside training by my watch leader Jo. This included rigging, emergency steering, launching the rescue sea boat, fitting and using safety harness, stretcher deployment, rescue from aloft, MOB and the official signing of ships papers. A crew booked shore evening meal was held upstairs in the aged and once seaman frequented Hope and Anchor Hotel. The old décor may have even been shared by the JC's original crew!? A quick trip home was for a final goodbye, an extra pillow, knife and ground instant coffee bags... Phew!

Passenger accommodation for twelve was in three stable like 'pens' each with four firm bunks, requiring a gymnastic test to lie in. JC has four heads and two showers labelled 'do not use' as water was to be rationed for the large ships compliment of 72. (Original JC crew was 15 with three apprentices, Master and his wife). Apart from officer's accommodation aft, the hammocks and side stretchers were further up the new 'tween deck in three curtain partitioned areas. We were to be close in more ways than one and red lights at night were the order! An officer's saloon, chart room, store and officer's quarters lay under the quarter deck. In the bow section was the boson's locker.

Squeaking squealing sounds and groans from fenders faded in sleep until a cheery 7 am Robin Williams 'Good Morning Vietnam' like call soon queued us for an excellent breakfast. On deck at eight preparing for sea, conga line loading on board fresh stores below, then removing awnings and final battening the hatch with canvas and wedges. By 10 am the gang plank was secured aboard and the Goodly tug secured a bow line. Now for matters of the ship as we headed out, and the realisation that this sailing ship trip was now an actual reality; WOW!

We were all soon scurrying from pin to pin, easing bunt and clew lines, hauling on halyards to raise yards, the sheets to unfurl the sails and braces adjusting yard arm settings. Head sails and staysails and squares unfolded like leaves in spring forming a powerful canopy of canvas filled by a 20 knot SSW wind. Goodbye Iron Pot and hullo to Cape Raoul's rock bread loaf. My 1600 watch ended at midnight. Fishing boats with powerful lights and the full moon occasionally peeping out illuminated on our sea dark stage. Sleep was deep but at 750 am another 'Good morning Vietnam' call! After breakfast our next watch was on. More sails were set. Fire patrol included walking alongside the concrete ballast blocks in the hold, stepping frame to frame along the ships bottom. I crossed the keelson under the ballast. No fire, no leaks and electrical boxes cool. The engine room was also inspected. That was the keel but my overoptimistic aim was the truck at 35 m above waterline.

There are three watch groups of about 18 crew, Fore, Main and Mizzen and each watch of four hours commences with a muster 10 min prior with a role call by numbers and assignment of duty cards. The dog watches (DW) are of 2 hours, the First DW, 1600-1800h and the Last DW, 1800-2000h. The hourly rotating duties include look outs, MOB, midshipman (Steering), Runner and Fire patrol. The 'X' is for on deck work. Manual sail handling and yard arm trim, hoisting or lowering, and bracing often to a coordinating shanty/chant. I cannot sing and grunting comes easier!

The working lines are sweated up, palmed down or married prior to 'ease to the pin'. When turns

are 'on' and secure. 'Come up' signifies letting go the line. Rolling hitches are very useful.

All lines had to be correctly belayed clockwise to the pins with the third/fourth, turn a correctly laid locking hitch to stop unravelling. The friction turns are secure and will not jam under tension. Importantly a four plank clockwise coil, correctly laid will hang from the pin about 100 mm clear, ready to be placed on the deck and run freely. Spider bands are different! Trying to learn the pin positions was very challenging, let alone the function of each line for when the action order is given.



Having completed the on line 'working aloft' 'module with open test, a closed book test was done prior to going aloft. Safety harnesses are compulsory, each having two hooks to attach to non-running rigging, shrouds, (not rope ratlines) and safety lines. Climbing with alternating hooking was slow and use of the few ascenders was great. To qualify as a climber three ascents had to

be made including doing a climbing walk over the overhanging futtock rigging. The final test was to go around the Fore Royal Stay at the end of the jib boom (spar above and forward of the bowsprit). After that out on the footropes of the lower yards and learning how to grip, raise and furl the heavy canvas. Buntlines had to be passed round to secure the sails. With task concentration you forget the height.

My father sailed round Cape Horn twice on the last of the wheat carrying windjammer jammers, *Hezogin Cecile* and *Moshulu*. They had few crew, poor food, no safety gear and tough

conditions. I wondered how tough the men were, working iced canvas in the Antarctic cold winds and on ships rolled by huge southern seas. There are some footsteps of admiration that you can never follow.

We anchored at Eden in company of the *Soren Larson* and soon a bus tour was organised to visit Boyd's Tower, the old whaling sites, 1843 Boyd Town (and Seahorse Inn), and of course Eden's famous museum. This is dedicated to the killer whale 'Tom' who was one of a pack that assisted in baleen whale catching. This area was also a trip back in time to when last visited, caravanning with my parents. The antique shop sold me two unusual bicentenary Bendigo Pottery nautical mugs.

On leaving Eden for Jervis Bay, favourable winds had all watches busy setting all of James Craig's 21 sails, a rare event. It was incredible, sitting in the end of the jibboom and watching the bow plough through the water, and the ship's gently rolling under the pressure of 1,100 square meters of canvas. All watches claimed credit for the set! In the evening we reduced sail for safety but still powered on.

I delighted in the feel of set canvas pulling the 70 m 1500 tonnes displacement 1874 restored steel ship though the waves. The varying light painted scenes of clouds, ocean moods, dolphins leaping and sea birds, especially with the Albatross, its motionless wings circling on the rhythmic swell.



We had a day anchored in Jervis Bay with a southern shore excursion near the naval base. Next evening we arrived off Sydney Heads, rolling heavily as all sails were sea furlled. It was strange motoring up to anchor in Rose Bay with all the shore lights and block illuminations of city buildings.

Friday was busy harbour furling all the sails on neatly on top of

the yards, rigging awnings, unbattening the hatches and reforming the double companionway to the 'tween decks. That evening was for celebration and entertainment with 'Sods Opera'. All watches had to prepare items of entertainment that could include poems, acting, group singing or skits. We had been practicing in the ships hold and finally performed on the hatch stage. What a memorable event and final closure.

Anchor aweigh Saturday morning, returning to Pier 7. A crew member's cannon fired three final shots in the light drizzle. Final duties was rigging the walk way gang plank and unloading of rubbish.

Sea Fever will see me in my bunk (? hammock hung), on the JC, training May 3-5.

Lew Garnham



Minutes of General Meeting held at RYCT on 2nd April 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Sixty seven people attended the meeting. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

Fifteen apologies were received, which are listed on the Attendance Sheet.

Guest Speaker

The Commodore addressed the meeting and advised from the outset the invitation to our guest speaker was based on our Club's Constitution and ethos, it states to "Promote and encourage safe cruising generally in Tasmania". Our club is a non-political group and we feel that the topics and questions that have been put to our guest speaker tonight may help to answer some of our immediate concerns that affect our boating enjoyment and safety. The topic and questions have been forwarded to members in advance so that we can keep our discussions on track and in our time frame of $\frac{3}{4}$ hour.

There are many other forums and action groups that exist to voice their opinion in the much bigger subject of environmental sustainability, but boating is what we are about. There are some questions on notice that will be read at question time. We have some other questions that are outside our subject matter and may be put if time allows.

The Commodore introduced the Guest Speaker, Frances Bender, Executive Director and Co-Founder of Huon Aquaculture and Pene Snashall, Corporate Communications & Community Relations Manager of Huon Aquaculture.

A very relevant, interesting and informative presentation by Frances Bender. At the conclusion of the presentation the Commodore read out questions received in advance of the meeting, then opened to the floor for any additional questions.

Frances left multiple copies of the following handouts:

- Huon aquaculture equipment markings April 2019;
- Marine debris Hotline number and map poster in A3

Copies to be included in the next Albatross.

Alan Gluyas thanked Frances and Pene for their time and informative presentation.

At the conclusion of the presentation, there was a 15 minute break and the meeting resumed at 8.45 pm.

Minutes of General Meeting held on 5 March 2019

It was moved by Damian Hope, seconded by Quentin Tuxen that the Minutes of the General Meeting held on 5 March 2019 be signed as a true record of the meeting.

Carried

Business Arising from those Minutes

Nil

Introduction of New Members

The Commodore welcomed new members Bob and Jacque Donovan to the club. They gave a brief introduction of their sailing which is also in the current *Albatross*.

Rear Commodore – David Bowker

The Rear Commodore was an apology for the meeting. David is currently overseas and so for this month there is no report from him in the *Albatross*.

Treasurer – Shona Taylor

The Treasurer advised that the Club had incurred a loss of \$840 for the month of March, with the principal cost incurred being \$1k for the room hire at the RYCT from November to March.

The Treasurer advised the meeting that a survey from the Strategic Planning Committee was just been finalised. Janne Gorman had taken and lead role in developing the survey and will be the main point of contact for any questions. The reason for the survey is that to ensure the success of the club over the long term it is important we have input from members to understand many fundamentals, such as why people join the club; what keeps them at the club; some basic demographics; what is the club doing well; and what can we do better. All members were urged to participate in the survey so the club continues to improve and ensure it meets the needs of club members.

Vice Commodore – Greg Hitchens

The Vice Commodore discussed the following cruises:

- The Conningham Picnic cruise was moved to Quarantine Bay due to the adverse wind direction. A great weekend was had by all with the Watson family enjoying many hours of sailing in the timber dinghy built and supplied by Cruise Coordinator Phil Bragg. An enjoyable weekend was had by all.
- The New Norfolk cruise – currently there is not enough registrations to book the dinner. Members were urged to advise if they are attending. The VC promoted the cruise as a wonderful and reasonably rare opportunity to cruise up the river under the bridge to New Norfolk.
- The Donald Sutherland navigational cruise, postponed from the Australian Day long weekend in January due to the bushfires, would be held at Easter.

The VC's more detailed report is in the *Albatross*.

Commodore – Richard Taylor

The Commodore was pleased with the contributions by members to the *Albatross* this month and encouraged members to keep up the good work. The Commodore complimented Fiona Tuxen, editor on a good job, and that the contributions by members helped her role enormously.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting. Her report is in the *Albatross*. Members were advised that Women on Boats, now meet the second Monday of the month. Fiona advised that all meeting dates are included in the *Albatross*.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. Fiona reiterated that her job as editor is much easier when members contribute articles, so keep them coming.

Please keep sending in coloured photographs to be used in the centrefold of the *Albatross*. There will be a prize for the best photograph. The actual competition is still being determined. Watch this space.

Membership Officer – Dave Mitchell

The Membership Officer advised there are 353 members including all members in the categories of family, single life and social.

David also advised the exciting news that Denis and Anita Planchon and family have departed on their exciting cruise of New Caledonia and the Pacific. David to advise the link to their blog.

General Business

Lew Garnham advised the Nubeena was currently not safe to use. The top line has been chewed by a prop. Lew was working with a contractor to obtain a quote for the repairs.

Next Meeting

The next General Meeting will be held on Tuesday 2 April 2019 at the Royal Yacht Club of Tasmania at 7.30 pm.

Close

The meeting closed at 9.20 pm.

CYCT Members Buyers Group.

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Cap - Navy Peak

SKU: CH 01 N



In Stock

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AUD\$ 21.00

Club Burgee

SKU: 500



In Stock

Club Burgee - Navy with White Albatross print

AUD\$ 41.00

Ladies Polar Fleece Vest Full Zip Navy



SKU: PF 10 N

In Stock

Ideal to slip over your clothing as the evening starts to chill - navy.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 52.00

Mens/Unisex Rugby Top Navy/White Striped

SKU: JB 3SR NW



In Stock

Horizontal banded alternating navy and white striped rugby top, with the CYCT logo embroidered on the left. A very nautical garment.
Some items are popular, and delivery to require up to a month.

AUD\$ 52.00

Mens/Unisex Fleecy Hoodie Navy

SKU: JB 3FH N



In Stock

For the cold weather a very practical garment. Don't let the teenagers have all the fun.
Get your own.

Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 46.00

Mens/Unisex Long Sleeve Polo Shirt - Navy or White**SKU: PS 35 N****In Stock**

Long sleeve polo shirt available in navy or white. **SPF** fabric
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00 to 36.00**Mens/Unisex Polar Fleece Vest Full Zip Navy****SKU: PF 09 N****In Stock**

Full zip front polar fleece vest in Navy with **CYCT** embroidered logo.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 36.00 to 51.00**Mens/Unisex Rugby Top Navy "Two-tone"****SKU: JB 3RT NN****In Stock**

This durable top is a practical Navy blue.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 41.00 to 41.50**Mens/Unisex Short Sleeve Polo - Navy or White****SKU: PS 08 N****In Stock**

Short sleeve Polo with **CYCT** and emblem embroidered on LH chest. Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00**Surf Hat****SKU: CH 66****In Stock**

Wide-brimmed natural coloured heavy brushed cotton hat with adjustable chin strap and **CYCT** embroidered logo - Sizes 55, 57, 59, 61cm.

AUD\$ 21.00

These items will be available for sale at the General meetings, but rather than bring all stock to every meeting it would be advisable to place an order prior to the meeting so we can arrange to deliver per order. Please contact

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