



Albatross

Volume 45 No.6 June 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

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. 29

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 CALENDAR
<u>June</u>	
Tues 4th	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Speaker:
Sat/Sun/Mon 8 th -10 th	Kermandie & Franklin – Huon River Cruise
Tues 18th	Committee Meeting @ RYCT 7.30pm
Tues 11th	WOB Meeting RYCT @ 5.30pm
Tues 25th	Winter Forum – Tutorial Club Website – Tony Peach
<u>July</u>	
Tues 2nd	CYCT General Meeting @ RYCT 7.30pm
Tues 16th	WOB Meeting RYCT @ 5.30pm
Tues 16th	Committee Meeting @ RYCT 7pm
Tues 25th	Winter Forum

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



Here we are half way through the year and 6 months to Christmas.

Unfortunately, due to ill health QT and I have not been able to use Ocean Swan much but hoping to join you all for the June Long weekend Cruise to Kermadie.

Say your prayers for this wonderful weather to continue into the beginning of Winter.

A Reminder that fees increased in May 2019. Page 17



Figure 1 Perfect Sailing near Flinders - David Mitchell

Commodore's Report



We had a well-attended May general meeting. 71 people were registered. It may have been the very interesting guest speaker, Pieter Van der Woude and his daughter Alice who run their Bathurst Harbour cruise boat Odalisque, or it may have been the discussion and subsequent motion on the annual membership increases.

It was explained to our attending members that due to increased costs in many areas we could not maintain the current membership fees for the next financial year. The fees had remained unchanged for four years.

A comparison of the membership fees of ten other boating clubs in the south of the state was presented to our members and we are the cheapest club and represent excellent value even after the fee increases.

After some discussion and explanations, a motion was put to increase annual membership fees to \$110, it was passed unanimously.

Thankyou all so much for supporting the motion.

Other fees will increase proportionally.

I know it is always difficult increase fees and I would be disappointed if we lose members because of this.

Our committees work hard to run the club, we all do this for the benefit of all members, we are volunteers and have taken on the job of,

1. Running the club
2. Managing the financials.
3. Preparing for the future.

Your continued support is needed to help us succeed.

Our membership is still growing, and members benefits have improved. I don't think any member can complain about our new venue and its facilities We had six new members introduced at our May meeting with four others coming into our club in June.

Our cruise calendar is on track with the upcoming June long weekend cruise to Kermadie and Franklin promising to be interestingly different.

Myself and your Vice Commodore have done a reconnaissance down to Kermadie twice now to plan the detail.

Please keep informed from our website and our Albatross magazine for updates. You must register for this event as everything needs to be booked in advance. Please book early as we will have to cap numbers.

Our last cruise to Little Fancy had a late change of venue as the weather didn't play the game, we had a small but enthusiastic group and some potential new members who attended a very warm beach bonfire(small) and had a good natter.

Although it is some months away please keep your calendar free for our annual dinner, it will be held at the Royal Yacht Club of Tasmania on Saturday the 7th September.

I have booked an amazing guest speaker, you will have to trust me on this, a truly world class speaker who holds many international boating awards and is very difficult to get, spends a lot of time on the world circuit, and has never spoken publicly in Tasmania.

I can't release the name until nearer the time because of sole agency agreements but what I can say is that if you don't book early you will be very disappointed.

It will be a very popular evening and will be a sell out!!!, Costs will be determined within a month or so and we will endeavour to keep it very reasonable.

The RYCT will make available some berths for boats staying over for the night, more information will be circulated nearer the time.

We will create the event on our website and open registrations early so you can get organised.

I feel our club is growing and showing the way in Southern Tasmania to fellow Boaties that this is the club to join and have fun on the water and understand why you bought a boat and why you should keep your boat.

Thankyou all for your Albatross contributions, and remember to fly your burgee when on the water.

Remember, More fun, Less Work (I wish)



Easting Down under Sail during the Navigation Challenge

Vice Commodore's Report



For many the onset of autumn presages the end of the cruising season. However, this does not seem to be the case for the CYCT; we had 6 boats attend our Little Fancy Cruise last weekend. Due to westerly weather, we had to move the cruise to Missionary Bay. But all that did was highlight how much choice we have for cruising in Southern Tasmania. The weather was just right for Missionary allowing us a very pleasant couple of hours on the beach on Saturday night followed by coffee and cake aboard prospective members Mike and Sue Powell's boat Yaraandoo II. The wind changed to the south west a little before lunch time on Sunday reminding us that we all had to return to the real world.

Other boats to attend were Duet, Easting Down, Inca, Mystic and Obsession.

I have already sent out a note about the Kermandie and Franklin cruise this June Long weekend.

Registrations are beginning to

come in at a brisk rate since

opening last Tuesday. Why not join us, this cruise has been a highlight in recent years.

Registration is essential.



Figure 2 Gathering on the Beach at Missionary

Hot on the heels of the Kermandie and Franklin cruise will be the cruise to Dark Mofo on June 27 and 28. I am still trying to tie down the last details for this and will send out an email as soon as I have them.



Figure 3 Dining in Style Missionary Bay



Figure 4 Getting a lift ashore Missionary Bay

Cruising Calendar

Cruising Yacht Club of Tasmania Inc.

2019 March

	May	June	July	August	September
Mon	1			1	
Tues	2		General Mtg	2	
Wed	3	1		3	
Thurs	4	2		4	1
Fri	5	3		5	2
SATURDAY	6	4	1	6	3
SUNDAY	7	5	2	7	4
Mon	8	6	3	8	5
Tues	9	General Mtg	7	General Mtg	4
Wed	10	8	5	10	7
Thurs	11	9	6	11	8
Fri	12	10	Huon River	12	9
SATURDAY	13	Little Fancy	11	Kermadie /	8
SUNDAY	14	12	Franklin	9	Choice
Mon	15	13	Cruise	15	12
Tues	16	14	11	16	13
Wed	17	15	12	17	14
Thurs	18	16	13	18	15
Fri	19	17	14	19	16
SATURDAY	20	18	15	20	17
SUNDAY	21	19	16	21	18
Mon	22	20	17	22	19
Tues	23	21	18	23	20
Wed	24	22	19	24	21
Thurs	25	23	20	25	22
Fri	26	24	21	26	23
SATURDAY	27	25	Dark	22	27
SUNDAY	28	26	Mofo	23	28
Mon	29	27	24	29	26
Tues	30	28	25	30	27
Wed		29	26	31	28
Thurs		30	27		29
Fri		31	28		30
SATURDAY			29		31
SUNDAY			30		28
Mon					30
Tues					

Public and School Holidays:	Queen's Birthday 10/6	School Holidays: 6-21/7	School Holidays: 28/9 – 13/10
Other Events:	14-23 Dark Mofo		
Cruise Notes:	Dinghy trip up the Esperance river		

Rear Commodore's Report



We had a very successful general meeting speaker in May. Pieter van der Woude and his daughter Alice, who run Tasmanian Boat Charters, came and spoke about their charter business which runs mainly around Bathurst Harbour. John was clearly very knowledgeable and had some wonderful photos. The talk had been arranged by the Commodore as I had been overseas.

Whilst overseas, I met with the Chairman of the Cruising Committee of the Royal Yacht Squadron. When I had visited previously, they had floated the idea of a cruise around the time of the Americas Cup in March 2021. You may remember we surveyed members about their willingness to host members from the RYS.

From the survey we had 32 berths offered on a variety of boats. In discussion with the RYS we decided that it was not a feasible venture. There were two issues. The first is that RYS members prefer bare boat charters and there are virtually no yachts for bareboat charter in Tasmania. The second was that the time of the Americas Cup is very frantic, so it was not considered a very good time for a cruise.

I have offered to act as a co-ordinator for any RYS members who may want to sail in Tasmania. My objective would be to put them in touch with members so they can make a private arrangement to sail as guests of a club member. RYS will receive a newsletter soon making this offer to them.

I only managed one day of sailing Chichester in a Hallberg-Rassy but very English temperature of 9 reasonable breeze.

Figure 5 David sailing in



in the UK which was from 36 foot sloop. A lovely sail weather at a degrees and a

Chichester, England

Juliet Shanking in the South West 2019

(Apologies the article was incomplete in the May Albatross)

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 Windeward 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 forestay in the trees) for the tourist look and departed just as the *Spirit of the Wild* was arriving (1100 hrs).





We anchored off Eagle Creek and walked the start of the Eagle Creek track (9 hrs to the Franklin River), then anchored off the Limestone Cliffs and looked at the convict lime kiln. We ended up at Warners Landing late in the day, by which time we reckoned we were the only boat on the river. In the morning, we dinghied across the river and looked around Sir John Falls and the ex-HEC hut (with P&WS toilet). We then took the

dinghy up to Pyramid Island at the junction of the Gordon and Franklin Rivers and then about a kilometre up the Franklin River to a shingly island. Our 5 hp outboard was just enough to get us up the 'rapids' to this point; we then lifted the outboard and 'rafted' back down to the junction. Great fun! Drifting and paddling back to Warners Landing allowed us to appreciate the spectacular gorge-like sides of the Gordon River in the quiet.

Next day we travelled downstream, anchoring off the Boom Camp for a quick look at this long-standing and well-equipped camp of the Gordon Anglers Club.

Back to Strahan for two nights, took on diesel at the fuel berth, saw 'The Ship That Never Was' again, looked around Mill Bay then went across the Harbour to Betsys Bay, with a few more notes for the Hydrographic Office on the way! Walked on the track to Sloop Rocks until we could see the coast, then moved under Table Head for the night.

By this time (Sunday), I had decided that we would be back in Hobart for a significant birthday party on the next Saturday. So, on Monday morning we cleared Hells Gates and motored south looking in at Hartwell Cove on the way. With a 4 m SW swell, there were breakers at the entrance and, although it was tenable as an anchorage at that time, the forecast N25 overnight ruled it out. We motored on and anchored in Spain Bay at 0100 hrs Tuesday. We left at noon and sailed to Ketchem Bay and anchored between Ketchem Island and the mainland for a cup of tea.

The sun was melting the TimTams and, since we were bumping on the bottom a bit, we decided not to stay there for the night and moved to New Harbour. We anchored on the western side, not the NE corner where we usually go. The strong northerly wind overnight meant we swung around the anchor a bit. We should have taken more notice when the only fishing boat in the area spent the night in Wilson Bight!

From New Harbour we had a rolly ride east, morning tea in the lee of de Witt Island and

anchored in Mouldy Hole mid-afternoon. Two fishing boats anchored outside us for the night. A stern anchor inshore would have made for a much more comfortable night, keeping us head-to the swell. Our last night at anchor was in Killora Bay, where we had a coffee with *Poinduk*, just back from Melaleuca.

By my count, we stopped in five 'Shank' anchorages, three of which were new to me. Thanks for the challenge, Ian! Thanks also to Helen and especially to Mitch, for collaborating with me in a (sometimes) unpredictable voyage.

For those who are wondering how my AIS location (with the boat details) appears in out-of-the-way places (i.e. outside the range of terrestrial AIS receiving stations): I emailed my location to Marine Traffic from most anchorages, using my HF amateur radio. If you were to look in the 'Position' tab of the MarineTraffic app at these locations, the 'AIS Source' would say '888 (Self report)'.

Andrew Boon

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

Women on Boats

Ian Johnston of *The Shank* fame was WOB's May presenter, on the topic of **anchoring**. Ian has extensive bluewater and coastal sailing experience in both racing and cruising and over the years has extricated himself from many a tricky situation.

Ian reminded us that good anchoring techniques and equipment are the most fundamental form of boat insurance. He talked about different types of anchors, where and how to anchor; anchor alarms; countering roll, kedging, use of triplines and anchoring in heavy weather. Here is a very brief summary of some of his key tips.

There are many **types of anchors**, all designed to do different jobs. Always carry two anchors, in case you lose one! Some anchors, such as the Fisherman's anchor are great in weed or rock, while others such as the Plough or the Danforth are not; some anchors are great in sand such as Delta but others can bury themselves so deeply that they're impossible to extract. Good all-rounders include Rockna and Sarison.

When **anchoring**, Ian's recommendation is that slow is pro. Approach the anchorage slowly, drop the anchor quietly and carefully until it settles on the sea bed then drift back or gently reverse so that the anchor chain is gradually laid out behind the anchor. The anchor shank should be lying flat on the seabed. Use a snubber to reduce the noise of anchor chain on the anchor rollers as well as to limit the boat's yawing. The rode for a full chain anchor should be approximately 3 metres chain to 1 metre depth. For a combination chain and rope, the rode should be 5 metres rope to 1 metre depth.

In selected anchorages such as Casilda Cove in Bathurst Harbour, U-bolts have been installed into rocks so that boats can put out an anchor in front and a stern line attached to the U-bolt. This enables more boats to fit into the anchorage in stormy conditions.

When there are lots of boats in a harbour, don't anchor directly behind other boats in case they drag and remember that in a situation where lots of boats are dragging, it's 'last in, first out'.

Anchor alarm apps such as 'Anchor Watch' are useful.

We have probably all encountered '**roly**' anchorages. One way to counteract roll is to put out a boom or whisker pole and attach a seabrake, a drogue or a bucket of water to the end of the boom (with the bucket in the water!) to slow down the action of the boat.

Some of us may also have been stuck – perhaps on a sandbar or a mud patch. **Kedging** is the method used to 'unstuck' your boat by rowing an anchor out in a dinghy (remembering of course to tie the anchor rope to your boat beforehand), dropping the anchor, then using the anchor to pull the boat off the sticking point.

In anchorages that are known to have loads of debris on the sea floor (old ports such as Port Huon for example), Ian recommends setting a **tripline** in the event that the anchor gets caught

in debris. Tie a rope and buoy to the front tip of the anchor (rope to be equal to water depth plus a couple of metres) so that you can come alongside the buoy and lift the anchor more easily if it is stuck in debris.

In **heavy weather**, use 2 anchors a few metres apart but attached to the same anchor chain to give the boat greater holding power. For maximum holding put another smaller secondary anchor on 5 metre length of chain shackled to the front of the main anchor. Further weight can be added to the bow by hanging a loop of a few metres of chain from your anchor chain and far enough away from the bow that the hull isn't damaged.

On a final note, Ian mentioned that anchor chains and traditional moorings damage the seabed. In places such as Bathurst Harbour and Port Davey, with unique and fragile marine ecology, **screwpile moorings** which are screwed deep into the seabed, could be a better option than anchors and anchor chains which obliterate corals and plant life as they sweep the seabed. All up, a most enjoyable and informative session.

Janne Gorman and Bronwen Prazak



Joining the CYCT

Joining the CYCT is straightforward. The simplest way is to complete the on-line application. Click the "JOIN NOW" button.

Fees

All applicants pay a Joining Fee of \$75.00.

Family and single members	\$110.00	per annum
Social members	\$85.00	per annum
Student/Junior (Less than 18 YO) members.....	\$19.50	per annum

Rules in the Constitution

The following are the Rules for Membership;

1. Applicants for membership must lodge a nomination form.
2. The applicant in each of the above categories will lodge with the application form the fee relevant to his category and fixed by the Committee.
3. Applicants for membership will be received by the Committee and if considered suitable, the following steps shall be taken:
 1. The applicant's name and boat name will be placed in the next edition of the the Club journal, "Albatross" with an accompanying notation saying "these (this) nomination(s) for membership will be automatically accepted 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."
 2. If there are no objections in accordance with (ii) above the Secretary will, as soon as practical, write advising the new member(s) of their entry to the Club and inviting him/her/them to the next scheduled General Meeting to be inducted.
4. In the event of any objections, the Committee shall be bound to reconsider the application and determine by an ordinary majority whether an applicant for membership is suitable.
5. The Committee will ensure that a record is kept of members in their respective categories, which is available for inspection by any person on giving a good reason.
6. A Student or Junior member may continue as such until the day when his or her membership is due for renewal immediately following his or her ceasing to qualify as such a member. Upon payment of the appropriate fee, he shall then become entitled to membership as an Adult or Family member.
7. Quarterly pro-rata payment of Subscriptions shall apply to applications for membership

Photo Competition CYCT



Figure 6 Juliet in the South West - Andrew Boon

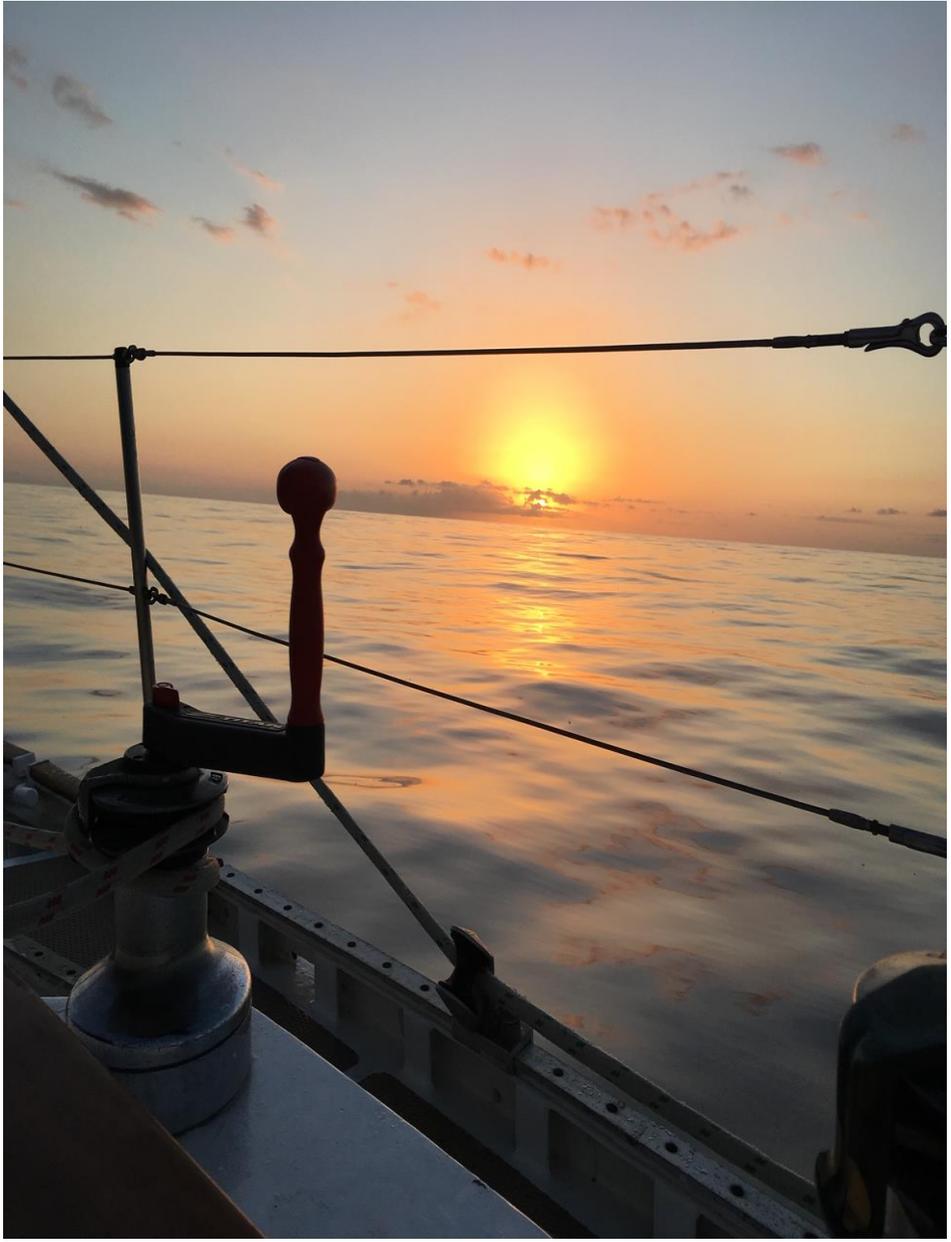


Figure 7 Eclipse delivery Gold Coast to Tasmania - Davis Mitchell

Dianne Johnston and Slipstream – Bob Buchanan

For those Cruising to Kermandie June Long weekend, and of anyone else)

Joëlle and I have two vessels associated with CYCT - Dianne Johnson and Slipstream. Those going on the June long weekend cruise, who are going to be talking to Dean Marks, will no doubt see and hear about both of them so I thought a little more information and history might be interesting for you.

Dianne Johnson was launched at the Port Huon (Kermandie) Marina in October 2013. She was built in Dean's shed and was his first commission in his new business after he left the Wooden Boat Centre. Dianne Johnson was designed by Terry Lean. She was built using traditional methods. Her hull is celery top pine to the waterline and Huon pine above that. She is 32'4 long and is powered by an 86 hp John Deere naturally aspirated diesel motor, which Dean installed in every aspect.

To say that we are delighted with this craft, and the workmanship and thought and dedication which was put into her by Dean and his team (including Tom, who now works with Terry Lean) would be a massive understatement. She is a delight for us.

I should explain the name. While we considering, and then planning, the construction of a timber launch we shared our thoughts and dreams with a dear friend, an anthropologist. We had lent her a translation of Bruny D'Entrecasteaux's diary, published by Eduard (Ed) Duyker and his mother. [Ed is another friend who has published extensively on the French explorers in the South Pacific. He is a world expert and his books are a great read, very detailed, interesting and informative.] Dianne (for it was her) became fascinated by D'Entrecasteaux and soon after wrote a book about him which was launched at Fullers Bookshop in Hobart, and later in the Blue Mountains where she lived, in 2011. While we were planning our timber launch, and Di was researching her book, she enthused about how, when our boat was built, we would sail into Recherche Bay while she stood at the bow, reading the appropriate passage from D'Entrecasteaux's account in his diary.

By the end of 2011 our plans were complete. The keel was cut from spotted gum in early May 2012. Dianne died on 3 May, about a week before. She had been quite ill for some time, but it was still a grievous loss and we decided to keep her with us as we enjoyed Tasmania's peerless waters.

Slipstream was built and launched in the UK in 1985. She is a Sigma 36, designed by David Thomas. Sigma 33s and Sigma 38s have been popular one design racing yachts in the UK with the Sigma 36 being favoured for comfortable passage making. There remain a number in survey

for bareboat chartering in the UK. The rig is fractional but readily adapted to short handed cruising. The Sigma 36 is a handy sea boat and Slipstream was sailed by her first owners, a Canadian couple, from the UK to Sydney. I am the third (and longest) owner, having purchased her in Sydney a little over 20 years ago.

Slipstream stayed in Sydney after we migrated to Tasmania, while I was still working on the mainland. I originally had no intention of bringing her to Tasmania and thought we might locate her somewhere in Queensland for occasional warm weather cruising, but life has a way of changing plans like that. After Dianne Johnson was launched, when it became clear that Slipstream needed some work done, I asked Dean if he would be interested to do it. When he said yes, we organised the crew. He and Terry Lean, me and two of my adult children sailed Slipstream from Sydney one fine January. Apart from two days in Bermagui, waiting for some weather to pass through, we had a fine and memorable cruise south.

It took a while for Dean's commitments in his shed to clear, but Slipstream is now in the course of a total renovation. We decided that she deserved an upgrade from her fairly dark narrow English interior to something more spacious, without sacrificing her sailing ability. Dean can explain the details !

It remains to be seen how we will use two fine craft in Tasmania, but at present we cannot bear to part with either, so we will just do our best.

Happy cruise.

Bob Buchanan

Membership Officer's Report

**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.

Restless

Chris and Duan Morris

WELCOME TO NEW MEMBERS

Gloria

Tolly and Josephine Jaworsky

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.

New Members – John and Lyn Bryant - Olango

Having been born and raised in Brighton, Victoria it was fairly natural that I was drawn to the water at a very early age.

My first sailing experience was in cadet dinghies. One vivid memory is sitting on the start line, completely becalmed, having been towed out there by the club work boat, hurling jellyfish at one another with our bailers. It did get more serious than that.

I sailed as crew on various boats until I began surfing, I guess I preferred to be in the water not on it.

In my late twenties I had the pleasure of crewing on a friend's H28.

We didn't win any races but we certainly had some great Saturdays.

I finished surfing when I was 30 and joined the Albert Park Yachting and Angling Club and became involved in competition fishing. I served on the committee for several years, the last three as President.

Though those years we had a succession of boats, a 28ft ex RAAF Thornycroft *Greywings* work boat, a 25ft Bertram *Cuddles* and the odd power boat.

In the Club we had a number of traditional timber 14ft open fishing boats which in the old days we're motored out to the fishing grounds and sailed back. I purchased one of them and set it up the way it would have been originally. Gaff rigged, folding mast and dagger boards. It didn't point

too well but it would get you home.

We came to Tasmania in the late 80s, particularly to the Channel.

Once again a succession of boats, an ex fishing boat *Florence*, a 34 ft Mariner *Springer* and other smaller vessels. We love the waters of the Channel and beyond and hope to experience a different aspect with our latest acquisition, a Doven 30 named *Olango*.

So I guess I started under sail and like the idea of maybe finishing our time on the water the same way.

John Bryant



New Members – John Dryden and Michelle Lucas - Prion

John and Michelle own Prion; a Lyons designed lightweight 9.5 metre racing yacht. Good for going fast, uncomfortably, great for camping but never for living aboard!

John started sailing aged seven on a mine dam adjacent to the East Rand Proprietary Mines (for a long time was the deepest mine in the world) near Johannesburg. He moved to Australia in 1980 and started sailing keelboats on Port Phillip Bay that year and sailed the first of many races to Hobart, including Melbourne, Sydney and Launceston races. Cruising includes delivering yachts back to Melbourne via both the east and west coasts of Tasmania as well as from Osaka to Cairns. Having spent hours trying to get yachts to go that little bit faster he is looking forward to learning that sailing can also be about relaxing!

Michelle started yachting from the deep end with her first ocean trip being a Queenscliff to Port Fairy race on a Beneteau First 40. As a classical musician and lover of all things natural Michelle connected the grey waves marching rhythmically to the elephants in the triumphal march from Verdi's Aida. She has since competed in many ocean races and a variety of regattas. Nature spotting and fishing are a passion of hers that she is looking forward to pursuing at great length as a member of the Cruising Yacht Club of Tasmania

Kind Regards, John

New Members – Tolly and Josephine Jaworsky

GLORIA OF HOBART

GLORIA is the result of 25 years of dogged perseverance by Anatoli 'Tolly' Jaworsky and the Wilson Brothers of Cygnet to reproduce a Herreshoff design # 63 Mobjack as faithfully as possible to the 1935 lines - while also incorporating a few modern comforts.

Her creation involved a spectacular amount of time and anguish but the result gives her owners a great deal of pleasure.

Gloria does not enjoy sailing into wind but with the sheets cracked and a bit of breeze, she is thrilling to be aboard and has a lovely motion. We spend a great deal of time below as it is so airy and the woodwork so beautiful! Her timbers are irreplaceable.

Tolly has been on the water since he was a teenager, spearfishing the entire east coast of Australia then professionally diving in SE Tasmania. Josephine is the daughter of a blue water sailor and racer, on the water since she was 4.

One thing Tolly will never do with Gloria is go racing hence we are pleased to find a good fit with the CYCT and have been made to feel very welcome.

Tolly and Josephine Jaworsky.

Minutes of General Meeting held at RYCT on 7th May 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Seventy-one people attended the meeting, including guests John and Christine Brown and Tolly and Josephine Jaworski. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

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

Guest Speaker

The Rear Commodore introduced the Guest Speaker, Mr Pieter van der Woude and his daughter Alice, who run Tasmanian Boat Charters using their vessel *Odalisque*.

From aboard their custom-built cruise vessel, they offer expedition cruises for adventurous souls through Southwest Tasmania's pristine World Heritage wilderness, tailored day and overnight boat charters to Bruny Island and Freycinet, and private harbour cruises for Hobart events and functions. They presented a comprehensive slide show, focussing on the Port Davey area and provided brochures on what the *Odalisque* experience offers.

The Rear Commodore thanked John and Alice for their talk and presented them with a CYCT plaque.

At the conclusion of the presentation, there was a 15 minute break and the meeting resumed at 8.40 pm.

Minutes of General Meeting held on 16 April 2019

It was moved by Quentin Tuxen, seconded by David Mitchell that the Minutes of the General Meeting held on 16 April 2019 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:

- John Dryden and Michelle Lucas (*Prion*)
- John and Lyn Bryant (*Olango*)
- Rob and Joanna Nolan (*Lalaguli*)

Strategic Planning Committee

Strategic Planning Committee member Janne Gorman outlined the work done by the Committee, which focussed on the future development of the Club. She encouraged members to complete the Strategic Planning Survey which could be found on the website under “Surveys” or via the link in the recent email sent to all members by the Commodore. She said the aim of the survey was to provide important data on what Club members want, what they value and their preferred cruise destinations.

The Commodore thanked Janne and the other Strategic Planning Committee for the time and effort they had put into formulating the survey.

Treasurer – Shona Taylor

The Treasurer advised that the Club had sustained a loss of \$1300 for the month of April.

She advised that the Commodore had given notice for the last three months of the need for a fee increase for the forthcoming year, and she gave a PowerPoint presentation on the reasons why an increase was now required (a copy of which is attached to the original copy of these minutes). This included fee comparisons with the CYCT and other clubs. The meeting was advised by both the Commodore and the Treasurer that without a fee increase, the Club would operate at a loss, which would necessitate diminishing its capital. Members were again reminded of all that the CYCT offers its members – including the new buyers’ group, savings from which could offset the annual membership fee.

The Treasurer advised that fees had not increased since 2015 and there had been an annual increase of \$7,200 in key operating costs since then, which included \$2,800 (excluding GST) for the use of the RYCT facilities, the new website which provides better features and greater access, increased printing costs for the *Albatross* (which now included some colour photographs), Women on Boats costs and maintenance of the Club’s two moorings. In addition, it was envisaged that some costs could be involved in a new “outpost” for use by the Club, in conjunction with other clubs, but more information would be available on that matter in due course.

The meeting was advised that without a fee increase, the Club would incur a loss of \$3,000 in the forthcoming year, but with the proposed increase the expected profit would be \$750.

It was moved by Tony Peach, seconded by Damian Hope, that the annual family membership fee be increased from \$80 to \$110, effective 1 July 2019.

Carried

Vice Commodore – Greg Hitchens

The Vice Commodore was an apology for the meeting, but on his behalf, the Commodore reported as follows:

- The Donald Sutherland navigational cruise, postponed from the Australian Day long weekend in January due to the bushfires, had been held at Easter. It was an enormous success, attracting twenty-three boats, with fifteen competing in the navigational trial. The weather was superb, and forty-three people attended dinner at the Port Esperance Yacht Club on Good Friday. The fleet then enjoyed Easter Sunday at Cockle Creek.
- A cruise to Little Fancy was scheduled for the forthcoming weekend (11-12 May) with drinks ashore planned for 4.30 pm. In the event of unfavourable winds, the cruise would probably be moved to Missionary Bay.
- The long weekend cruise (8-10 June) would commence on Saturday 8 June at Port Huon, where a barbecue would be held in Dean Marks' shed, where members could view Dean's projects – photos, timber work, etc. Boats would need to anchor at Port Huon and dinghy ashore in convoy (a dinghy leader would be appointed). Skippers were advised to wear a miner's light for the trip back to their boats in the dark. The barbecue and seating would be provided, but members would need to take all their food, drinks, crockery, cutlery etc. On Sunday 9 June boats would cruise to Franklin, where dinner would be held in the Living Boat Trust shed. Further details of the weekend's activities would be made available on the Club's website. Registration was required for both activities, either by using the website or by emailing the Commodore or other Committee members.

Commodore – Richard Taylor

The Commodore thanked the Quartermaster, Elizabeth Helm, for her continued work in ordering, displaying and selling the Club's merchandise.

He also advised that the Nubeena mooring had been serviced and repaired and he thanked Committee member Lew Garnham for arranging and completing this work.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting. Her report is in the *Albatross*. In response to a question by a member, the Treasurer reported that the Women on Boats \$700 budget was used for miscellaneous costs including the purchase of an HDMI cord, and wine for the guest speakers.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. She thanked members for their articles, especially on the very successful Easter cruise, and advised that she anticipated more articles on that cruise. She encouraged members to continue to send in articles.

Membership Officer – Dave Mitchell

The Membership Officer's report is in the *Albatross*. He welcomed the guests and new members. He reported that member Denis Planchon (*Eclipse*) would shortly be sailing to Lord Howe Island and was seeking crew to assist with the passage. Anyone interested should contact either Denis Planchon or David Mitchell.

General Business

Club member Andrew Boon advised that:

- Jeanne Socrates (*S/V Nereida*) who was endeavouring to be the oldest solo, non-stop around the world sailor, was currently halfway to New Zealand, en route to Vancouver. Jeanne was a speaker at the Club in 2012, introduced by former member Dorothy Darden. Anyone interested in following her progress should visit her blog: <https://svnereida.com/blog>.
- Anyone who was able to assist DPIPVE in updating the Southern Tasmanian Cruising guide, possibly to include Port Davey, should contact Andrew Boon or email waterways@cyct.org.au. Any relevant notes which could be provided by members would be appreciated.

Next Meeting

The next General Meeting will be held on Tuesday 4 June 2019 at the Royal Yacht Club of Tasmania at 7.30 pm.

Close

The meeting closed at 9.27 pm.

FOR SALE!

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Photos at <http://windclimber.net/bikes/>

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

CYCT Members Buyers Group.

Pantaneous Insurance Chris Tilley

02 99361670

Steadfast Insurance Brokers

David Page. 62313360

Wattyl Paints

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62728533

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Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call, genuine savings can be made to Club Members, just present your Club Membership badge to receive best prices.

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



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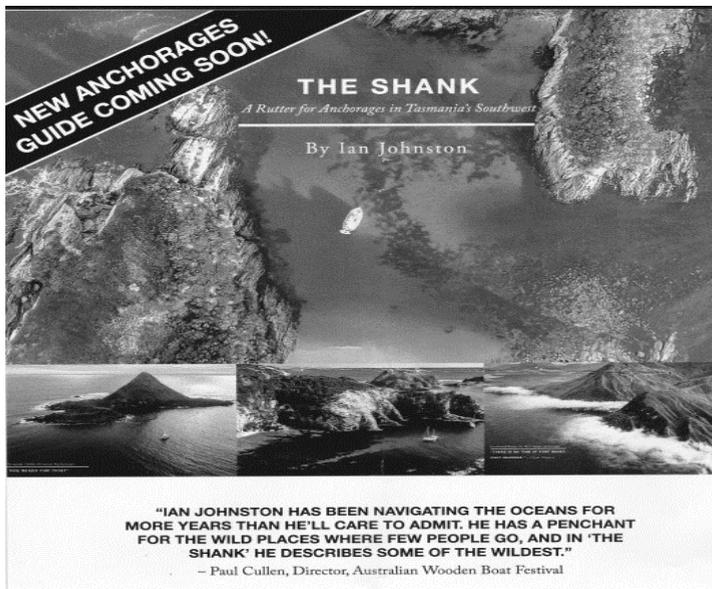
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Cruising Yacht Club – Store Front

Cruising Yacht Club of Tasmania Store front

Cap - Navy Peak

SKU: CH 01 N



In Stock

Durable cotton with the CYCT logo embroidered on the front.

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 Rug by 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 Fleece Hoodie Navy

SKU: JB 3FH N



Back-Ordered

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****Back-Ordered**

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

Elizabeth Helm - Cell 0439 664 390

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