

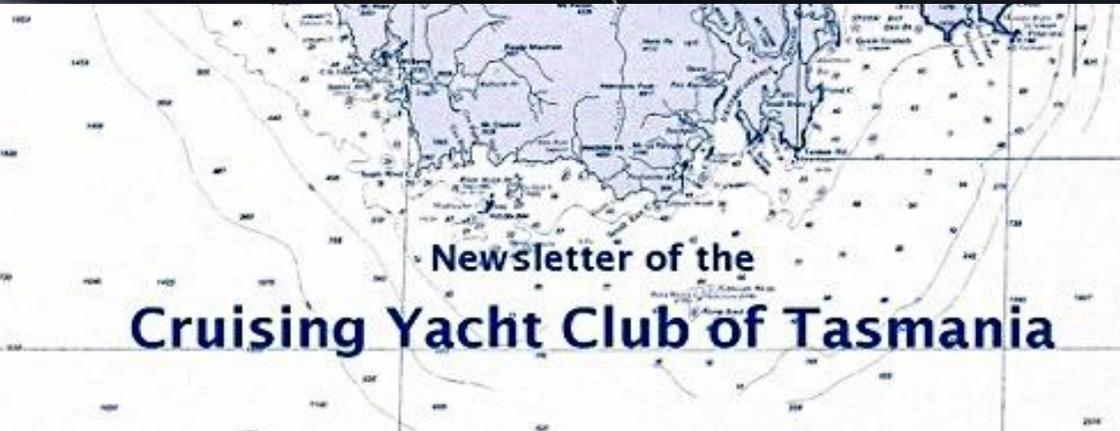


# Albatross

Volume 45

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August 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](mailto:editor@cyct.org.au).**

**The normal deadline for publication is 19<sup>th</sup> 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. 42

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

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:  
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**  
Please include your name and brief details of the purpose for the payment.

	<b>CYCT CALENDAR</b>
<b><u>August</u></b>	
Tues 6th	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. <b>Guest Speaker Rob Pennicott</b>
Sat 10/11th	Rabbit Island Cruise
Mon 12th	WOB Meeting RYCT @ 6pm
Tues 20th	Committee Meeting @ RYCT 7.30pm
Thur 29th	Winter Forum
<b><u>September</u></b>	
Tues 3rd	CYCT General Meeting @ RYCT 7.30pm
Sat 7th	Annual CYCT Dinner @ RYCT Guest Speaker Jessica Watson
Mon 9th	WOB Meeting @ RYCT 6pm
Tues 17th	Committee Meeting RYCT @ 7.30pm
Thurs 26th	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**

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An enormous thank you this month's contributors, who are enjoying sailing overseas. Lovely stories and inspirational as well.

I encourage you all to contribute, it does not have to be about cruising it can be any knowledge you may like to share as the information more often than not may be of assistance to a fellow sailor.

I am adding some more photos for the competition here.



*Wayfarer 11 at anchor in at Kings Point Bathurst Harbour, beneath Mount Rugby.*

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**Commodore's Report**


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" The news gets better ,the more you read"

Whilst I sit here writing my report enjoying the two degrees C outside it did take me back to Fiji less than a week ago when visiting the Royal Suva Yacht Club with a pleasant twenty eight degrees C outside and chatting to a member who had even heard of Tasmania and believed me when I said that we also enjoy similar weather. I hope he does not look at our BOM site. Whilst we say that it is nice to have a holiday but always nice to come home , I think that right now that is a ridiculous thing to say. The fact is Fiji is warm and Hobart is not.

Our last general meeting on the second of July, chaired by our rear Commodore David Bowker in my absence, presented an important focus topic presented

by Janne Gorman and her panel on the "Future Directions of the CYCT".

This discussion included all fifty seven members who attended and was the finale of the months of interaction and survey results that the panel had distributed to members for their input. The final recommendations will be presented to the general committee for their discussion and plan for the future. Thanks to all who contributed , it was a very pleasing result. For those members who did not contribute I hope that the changes and improvements are what you wanted and you participate in other activities that we offer.

Our Annual General Meeting scheduled for the third of September is approaching where we plan for the next year by electing new office bearers.

Traditionally it seems that for some reason a lot of members either get the flu or travel as far away as possible to eliminate the possibility of landing a committee position or even the top job. All positions are declared vacant as per the constitution , and nomination forms and position descriptions are included in this Albatross magazine.

I urge you all to think seriously to have a go and involve yourself in the level you feel comfortable. Remember this is your club , we do this for fun and seek no return apart from seeing the club grow and provide lasting memories and experiences for our members.

I know any committee members would be only too happy to answer any questions that you may have before you nominate.

We provide light refreshments during the evening as an enticement to attend.

I believe that the Dark Mofo weekend was a great success thanks to VC Greg , his small Con Dock tie up crew did a great job according to a passing observer, almost "naval precision" was his

comment to me.

I think it was a record twelve boats this year, maybe in future we should book the whole dock and rename it for the night .

Our Women on Boats monthly forums have been well attended again , thanks again to the organising group, I know your effort is well worth it.

Our Annual dinner planned for the seventh of September at the RYCT is filling fast. Do not leave it to the last minute to book and face disappointment, our numbers are capped because of the venue..

I am very pleased to announce that we are extremely fortunate and privileged to have as our guest of honour , Her Excellency , the Governor of Tasmania, Kate Warner and her husband Richard Warner.

Her attendance is in high demand and I am sure you will all agree that we were very lucky to be considered and be included in her busy social calendar.

Our guest speaker Ms Jessica Watson is well known and outsiders are keen to be part of our night, we will open the invitation list to external guests in early August once all our members have had the opportunity to attend. This year we will have a minimum dress code of jacket and tie for men and appropriate dress for partners.

The start time , programme and table booking information will be publicised well in advance , we are suggesting members select their table bookings with seating for ten, well in advance. Maybe find out who is going and think about your seating arrangements For our newer members our Rear Commodore will help with table plans.

Thanks to every one who have made contributions to our Albatross monthly magazine,

Our editor is always thrilled when a bumper issue is printed.

Photos are always welcome, news items and stories don't have to be a novel , no one is judged by the articles big or small, for those who don't know , our editors email is

" editor@cycct.org .au"

Our next meeting guest speaker is the well known Rob Pennnicott, he has created a very successful tourist business attracting world attention, he will be of great interest , don't miss it.

Richard Taylor

Commodore.

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**Vice Commodore's Report**

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Elsewhere in this issue you will find my report on the Dark Mofo Cruise. In this report I will confine myself to some brief comments on the upcoming cruises, and next month I would like to take some time to reflect on the cruise that we have done this year.

As I write this I am getting ready to go away for a couple of weeks, when I get back I will be working on the Cruising calendar for the remainder of this year and developing a proposal for a calendar for next year. I have asked for input from members through this publication and at meetings and so far have input from Shona Taylor and Ian Johnston, plus the general input from the feedback sessions at the last General Meeting. I would welcome any other input.

The Randalls Bay Cruise to be led by Val Nicholls will have taken place by the time that you read this, and I am sure that it will be a great success. In August we will have the Rabbit Island cruise including a BBQ at Hopetoun Beach and a dinghy safari up the Esperance River. Have a look at "Cruising Southern Tasmania" for more details on this great cruising area and the Club Website for more details on the event.

We will finish the year with our annual dinner at the RYCT. There are still a few places available if you want to bring your boat. You will need to book through the Club Website as they are reserving some spaces for us. I will then be passing the details over to the RYCT to work out berthing. Normal RYCT casual berthing rates will apply.

Great Cruising

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**Dark MoFo Cruise – Greg Hitchens**

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The cruise to Constitution Dock for the last weekend of Dark Mofo has become a regular event on the CYCT calendar. This year we had twelve boats in Con Dock for a very enjoyable weekend.

In theory this cruise should be a doddle to organise: get some boat numbers, let TasPorts know how many and turn up. At least that's what I thought. The reality was quite different. TasPorts were quite helpful, but they do not reserve space for us, so the amount of space kept changing right up to Friday when the first five CYCT boats arrived. The carefully prepared docking plan went out the window. In spite of that all of our boats got in and docked very efficiently. Kathy even rated a round of applause from the dockside spectators for the way in which she backed Quintet into a very tight space.

An emergency call was made to the owner of Clara, that lives permanently in Con Dock, to get

permission to move her alongside Westward. Contact was also made with the owners of Thulani and Sony who both agreed to us rafting up boats outside of them; TasPorts had already moved Thulani along a couple of metres for us to create a neat little space in the South East Corner where we managed to sneak in two boats, so their consideration was greatly appreciated. That done, we had a bit of space back, but on Davey Street and not really suitable for Mediterranean mooring as originally planned. A new plan was



sketched out and sent out early on Saturday by MMS to the seven boats that were to arrive at 11:00 that morning.

All boats turned up on time, and made a smooth entry and a very neat job of some very tight docking with a bit of help from the rubber duckie crew of Serenade. Well done everybody!

We all enjoyed a very pleasant hour or so aboard Serenade; thanks again David, Max, Isabelle and Lucas before people went their own way to meet with guests aboard or buddied up with other members for a bite to eat and a wander along the Dark Path.



All boats had a go at decoration (although Mystic's was a real fizzer); when it came to judging, there were some difficult choices. Red candles spread around the deck of Aziza were really in keeping with the style of the boat, Huon Mistress went to the trouble of glueing a very neat red light display to the targa of the boat. Juliet managed to cobble together enough red tags off kids pyjamas to go from bow to stern via the masthead, not sure how the kids felt about that. In the end the decision was made in favour of Feeling Swell who, despite being third boat wide and stuck in a corner behind Flippers Cooked Seafood, had a nicely decorated boat and added a performance art installation to this by making sure that there were always a number of people in the freezing cold cockpit bathed in the red glow of their lights.

Departure was challenging, with twelve boats arranged, some up to 3 wide, and shoe-horned into some very tight spaces. However, it all went off smoothly thanks to the calm conditions and some very seaman-like boat handling – and, of course, with some more help from the dinghy brigade. Smoothly, except for Serenade that is. There was a mooring line off the May Queen running to the middle of Con Dock. Unfortunately it's weight wasn't well positioned and, despite a lot of care, a semi-floating loop fouled the port propeller shaft. All was sorted by the capable combination of the Serenade crew and Ian Johnston. Max, with help from Isabelle and Lucas, cut the line free; a task that required at least a half an hour in the icy and none too pleasant waters of Con Dock. Ian had the unenviable job of sitting in his dinghy to re-splice the well-matured mooring line. That done, Serenade enjoyed another night in the dock and was able to get out at 07:00 on Monday morning in time for her scheduled slipping in Prince of Wales Bay. And the crew made it school!



Thanks to all who came for their good humour and adaptability.

Boats attending:

Amity, Aziza, Dalliance, Feeling Swell, Huon Mistress, Juliene, Juliet, Mystic, Pacific Haven, Serenade, Serenity II, and Quintet.

## **Women on Boats – Sally Schofield and Tracey Taylor and Sea Survival Course (SSSC)**

**Safety**

We recently had the opportunity to participate in and complete the Australian Sailing SSSC run by Jeff Cordell at sailBYC. The course was developed following the fatalities of the 1998 Sydney to Hobart Race. The aim is to provide anyone who goes to sea, whether it be in sailing or motor vessels, for the purpose of either cruising or racing, with the skills and knowledge to maximise their chances of survival in water or life rafts following a person overboard situation or the abandonment of a vessel. We gained knowledge about the latest personal and vessel safety equipment and discussed prevention and coping strategies for incidents and emergencies at sea. In the final part of the course we had fun letting off flares and deploying a life raft and inflatable lifejackets in a pool.

The course builds confidence and is very empowering. It provides the skills and knowledge required to take a lead. Being safety conscious was brought to the fore. There was an emphasis

on following standard operating procedures; be prepared, have a plan and practise it. We discussed how to set up your boat for heavy weather sailing and how to avoid being in difficult situations. We were reminded that managing your crew and keeping up morale is also an important part of coping with and surviving in adverse situations.

The group was made up of people with a cross section of experience. There were several who had participated in the 1998 Sydney to Hobart and it was sobering and interesting to hear real life anecdotes and about the strategies they used to survive. What was also interesting was how each boat and its crew was different and each employed different strategies to cope with the conditions. What we learnt from this is that it is important to know the capabilities of your own boat and the skills and abilities of your crew so that relevant strategies are applied.

After about 10 hours of intensive work in the classroom we eagerly looked forward to the practical session. Those of us who had never deployed a flare before found it gave us confidence. The session in the pool was a lot of fun. We learnt how to inflate a life raft, and everyone was able to get in and experience it. We also got to inflate our life jackets. Some of us found them quite uncomfortable but by manually deflating them a little this was improved. We learnt that wearing rubber gum boots in the water can aid buoyancy and wearing good quality wet weather gear and wool thermals are essential in reducing rapid heat loss from your body.

Overall the SSSC is a very worthwhile and comprehensive course for anyone, whether you are cruisers or racers, we can all learn a lot from the course about being prepared, planning for and coping with conditions out on the water.

Sally Schofield and Tracey Taylor

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**Rear Commodore's Report**

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We have some exciting events coming up so make sure you come along to them. The July general meeting was very successful with a large turnout and lots of valuable input. The Strategy Planning team will be meeting soon to resolve the way forward taking into account all this valuable input.

Next General Meeting is Rob Pennicott who will talk on "Follow your dreams" which is something he has certainly done. This will be well worth attending.

In September we have the annual dinner which is at the RYCT for the first time. We have a very special speaker in Jessica Watson and the committee have decided to subsidise the meal for members so the cost will only be \$75. Non members will pay \$100. This will include a welcome drink with canapes and a two course dinner and, of course, Jessica Watson. So put the date of 7 September in your diary NOW!! The club will be opening up the dinner for non-members to purchase tickets after 7 August so make sure you get your tickets before then.

Then, on 1 October at the General meeting we will have Andrew Denman who will give us a presentation on "Wooden Boat Construction and Renovation: Old methods and new technology".

## Cruising Calendar

## Cruising Yacht Club of Tasmania Inc.

June 2019

	Jun	June	July	August	September				
Mon				1					
Tues			General Mtg	2					
Wed	1			3					
Thurs	2			4	1				
Fri	3			5	2				
<b>SATURDAY</b>	<b>4</b>	<b>1</b>		<b>6</b>	<b>3</b>				
<b>SUNDAY</b>	<b>5</b>	<b>2</b>		<b>7</b>	<b>4</b>				
Mon	6	3		8	5				
Tues	7	General Mtg	4	9	General Mtg	6	Annual General Mt	3	
Wed	8		5	10	7		4		
Thurs	9		6	11	8		5		
Fri	10	Huon River	7	12	9		6		
<b>SATURDAY</b>	<b>11</b>	Kermandie /	<b>8</b>	Surprise	<b>13</b>	Rabbit Island	<b>10</b>	Annual	<b>7</b>
<b>SUNDAY</b>	<b>12</b>	Franklin	<b>9</b>	Cruise	<b>14</b>		<b>11</b>	Dinner	<b>8</b>
Mon	13	Cruise	<b>10</b>		15		12		9
Tues	14		11		16		13		10
Wed	15		12		17		14		11
Thurs	16		13		18		15		12
Fri	17		14		19		16		13
<b>SATURDAY</b>	<b>18</b>		<b>15</b>		<b>20</b>		<b>17</b>		<b>14</b>
<b>SUNDAY</b>	<b>19</b>		<b>16</b>		<b>21</b>		<b>18</b>		<b>15</b>
Mon	20		17		22		19		16
Tues	21		18		23		20		17
Wed	22		19		24		21		18
Thurs	23		20		25		22		19
Fri	24		21		26		23		20
<b>SATURDAY</b>	<b>25</b>	Dark	<b>22</b>		<b>27</b>		<b>24</b>		<b>21</b>
<b>SUNDAY</b>	<b>26</b>	Mofo	<b>23</b>		<b>28</b>		<b>25</b>		<b>22</b>
Mon	27		24		29		26		23
Tues	28		25		30		27		24
Wed	29		26		31		28		25
Thurs	30		27				29		26
Fri	31		28				30		27
<b>SATURDAY</b>			<b>29</b>				<b>31</b>		<b>28</b>
<b>SUNDAY</b>			<b>30</b>						<b>29</b>
Mon									30
Tues									

**Public and School Holidays:**

Queen's Birthday 10/6

School Holidays:  
6-21/7School Holidays:  
28/9 – 13/10**Other Events:**

14-23 Dark Mofo

**Cruise Notes:**BBQ Hopetoun  
Beach  
Dinghy trip up the  
Esperance river

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**Women on Boats**

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Lucy Lee from Doyle's sails gave an excellent overview of sails, from buying a new sail, different sail types; sail construction methods to sail fibres, sail care and repair kits and different types of canvas. Lucy is a final year apprentice sailmaker and has been sailing since she was a toddler and loves to race.

When buying a new sail, consider choosing an international sailmaker such as North, Doyles or Quantum, all of whom have multiple locations around the world. Choosing the right sail depends on what type of sailing you're doing (coastal, offshore); whether you're sailing shorthanded (if so, choose a lighter sail for ease of use) and of course your budget. Good quality second hand sails are available from [www.sailexchange.com](http://www.sailexchange.com) based in Sydney.

In Lucy's view, mainsails are the most important sails on a boat. The mainsail needs to be easy to reef; should be stored in a boombag and tension on the battens should be eased when the sail is not in use in order to increase the life of the sail.

Headsails may be furling, luff foil or secured by hanks and soft hanks. When furling a headsail, wrap the sheets around the headsail a couple of times to prevent the sail unravelling in strong winds. The most common repair to a headsail is where it chafes against the spreaders and stanchions. Adding a leather patch to the rig itself will help prevent chafe.

Downwind sails can be symmetrical or asymmetrical and snuffers help keep the sail under control either putting the sail up or pulling it down. Drifters are used for reaching or upwind sailing. Storm sails are very small sails, normally bright orange and made of very heavy dacron.

Sails can be constructed in three main ways. Cross-cut sails are used for fill-oriented fabrics; radial and tri-radial sails for warp oriented fabrics and membrane sails are laminated and designed not to stretch and to retain their shape. Fabrics can be woven (Dacron, hydranet); laminated (polyester, technora, spectra) or membrane (carbon fibre, ICE). Dacron is the most commonly used fabric because it is the cheapest and has great durability because it stretches. The best Dacron has a high weave density and low resin content and Contender Dacron is a very good brand (made in Australia).

The three things that wear out sails are UV, fresh water (because it creates mildew which embeds itself into the fabric) and flogging. Covering sails is the best protection against UV damage and regular servicing (preferably annual) to fix rotten stitching or repair chafe is important. If stitching breaks when scratched with a fingernail, it needs re-doing!

For sail covers the two most commonly used fabrics are Weathermax and Sunbrella. Both have good UV, chafe and water resistance. Re-waterproofing covers annually is worth doing and Starbrite Waterproofing is excellent.

For further information visit [www.doylelessails.com](http://www.doylelessails.com) or [www.northsails.com](http://www.northsails.com) or [www.quantumsails.com](http://www.quantumsails.com)

Janne Gorman

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## **Cruising Dreams Versus Reality**

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By Kris and Darren Schmidtke (SV KARM)

As we make our way south (against the trend) on our way home to Tassie we find ourselves reflecting on the past 18 months and how our dreams have stacked up against the realities of the cruising lifestyle.

The dream was to take two years to cruise from Hobart up the eastern seaboard of Australia and maybe make it to Cape York before returning to Tassie. The preparation for this dream started in October 2013 when we changed boats from a 37 foot 1981 Pearson design to our beautiful 42 foot Bavaria (KARM). It took four and a half years to get the boat ready and get "all our ducks on a row".

We said goodbye to friends and family and departed Kettering the day before our 30th wedding anniversary. We only went across to Barnes Bay but at least we had departed. There was an enormous sense of relief and achievement at finally having made it to this point. This sense of relief was to be tested a couple of nights later as we were anchored at Lime bay in preparation for transiting the Dunalley canal. A spectacular lightning storm surrounded us and we actually thought our trip may come to an end before it had really begun. As the lightning was striking the water around us we quickly placed the electronics (computers, phones, tablets) into the oven for protection, making a mental note to take them out again before turning the oven on.

The next day turned out to be perfect for navigating the canal and poking our nose out the other end. After leaving the Marion narrows we set the sails and turned on the autopilot. ....that horrible sound of metal grinding on metal. "It was only working 10 minutes ago! Bugger!" "Now what". Do we turn back or continue on and hand steer? Turning back wasn't a great option so we decided to hand steer but how far could we do this for? After the first few hours in the swelly conditions we realised that we couldn't sustain this all the way across Bass Strait so we decided to go around to the Tamar River and into Launceston where we at least knew people who could help us. We anchored in Binalong Bay to wait for the tide to transit Banks Strait and then very quickly decided that this was a bad idea due to the swell so we continued on at a slow rate waiting for the tide to turn. Thankfully, the decision to go to Launceston ended up saving us a lot of time and expense as we were able to get the offending part made in one day for a fraction of the cost of ordering the part from America and waiting six weeks for it.

After waiting for the appropriate weather windows we finally made it across to Eden and again experienced that enormous sense of achievement for having made it across that notorious piece of water. The next leg to Bermagui was very easy in comparison and we decided to stay here for a while as the realities of fitting family commitments into the cruising lifestyle meant a long bus/plane trip back to Tassie for a family wedding for one half of the crew.

A few more day hops saw us making it to Cronulla just in time to pick up visiting family for the next big milestone in our voyage which was the entry through the heads into Sydney Harbour. It was a real buzz to go through Sydney Harbour passing iconic landmarks in our own boat. It was even more special that we were able to share this with our son and daughter-in-law who were onboard with us, visiting from London.



Sydney and the Pittwater area was a fantastic location in itself. We spent a number of weeks exploring the harbour, and its surrounds. We caught up with our good friends and CYCT members Eva and Duncan on LeMaris for the first of several times on this trip. As work commitments kept us near an airport we learnt the realities of grocery shopping, online deliveries, self service versus laundromat costs, dinghy accesses, dog friendly cafes etc. etc. We loved the Cowan creek area and felt like we were finally relaxing into this lifestyle.

The next northward leg saw us leaving the Pittwater area before sunrise so that we could make Port

Stephens before dark. Whilst passing Williamstown airbase (between Newcastle and Port Stephens) we had half a dozen F18 fighter jets flying low and fast overhead (felt like we were being used as target practice). Then of course there were the ships to dodge off Newcastle. Some of these ships make very sudden course changes right in front of you which can be challenging when you have your sails set on your course. Thank god for AIS!

After Port Stephens we thought we would do a short hop to Seal Rocks and get a few hours sleep before making it to the bar at Camden Haven for the rising tide the next morning. Another reality check as we discover that roly anchorages do not make great rest stops! Only stopped for an hour and decided it would be easier to be at sea. This obviously put us at our destination too early so we had to do some circle work out to sea and back again for our bar crossing schedule. With another sense of achievement we crossed our first NSW bar without incident and picked up one of the public moorings at Laurieton. This is a gorgeous little town and very "cruiser friendly". For a \$50 deposit you get a key to the ablutions under the RSL building to discourage you from discharging into the river. When you give the key back you get your \$50 back. Laurieton is also where the social side of our cruising really began with some wonderful friendships started as well as more Tassie catches (Ron Brooker on Roseanne).

The socialising continued once we got to Coffs Harbour where fellow CYCT boats Irish Mist (Paul and Rosemary Kerrison) and Folie-a-Deux (Karen and Maurice Crawford) were berthed in the marina. We also met some other cruisers that were planning the same next leg to the Gold Coast. We realised that it is comforting to know that other people are making the same "weather window" decisions as you are. Funnily enough, the reason we were in the marina and able to socialise with these people was because we had decided that the public mooring outside the marina was just too uncomfortable.

After all that decision making and looking at all the weather models, as well as talking to other cruisers, the weather did nothing that it was forecast to do on our overnight passage from Coffs

Harbour to the Gold Coast. We had everything from zero wind to 30 knots from all different directions making it very difficult to set sails, especially with the swell and torrential rain. The rain was so torrential at times that we couldn't see our nav lights on the bow from the cockpit. If we couldn't see them from 40 feet away, how was anyone else going to see them from further away. While off-watch lying on the port bunk we could hear water sloshing around under the bunk. Upon inspection it was decided that it was salt water (by the old fashioned taste test). This is when we discovered the leak through the rubber boot capping on the transom had become worse. We had already reglued the boot capping back into place in Bermagui after it started to dislodge whilst in Bass Strait. We were now bailing a bucket of water at each shift change (3-4 hours). Our first trip to Boatworks was now becoming a necessity.



What we thought was going to be a couple of days in the wet berth at Boatworks to fix our leak became 10 days on the hard. Once it became evident that we needed to slip for our repairs, we decided to take the opportunity to re-rig while we were up as we had been considering this before leaving Tassie. We cannot fault Boatworks for the way they make life as easy as possible for liveaboards.

Once the boot capping had been removed we discovered some previous damaged that we were not aware of. KARM had obviously been hit on the transom scoop either by another vessel or had been reversed into a pontoon prior to our purchase. This took some time to clean out the old broken fiberglass and re-glass.

We even saved 10% off the re-rigging and slipping because we are members of Shaggers, some significant saving.

The next northward journey had us navigating the tidal channels from the Gold Coast to Moreton bay. Being a 2.1 draft we need to hit the shallow areas with enough rising tide. We underestimated this slightly on our first attempt and touched but still had enough momentum to continue. It's all part of the big learning curve!

This part of the channel between the Gold Coast and Brisbane is obviously where old boats come to die in Queensland, locally known as the swamps. Old boats that have been neglected are sunk on their moorings or abandoned on the banks of the river, very depressing really.

The realities of this "working holiday" meant that we needed to stay near an airport for unpredictable work commitments over the next 3 weeks. We did, however, manage some time up the Brisbane river and checked out some of the favourite Moreton Bay anchorages as well as friends and family time.

The beginning of July saw us finally leaving work schedules behind us for a while with our next destination being "Shaggers" at the end of August. Our first Wide Bay bar crossing went basically according to plan even though the weather was not quite as predicted. We took all the precautions and carefully followed about 10 other boats through which, again, was reassuring.

Inside the Great Sandy Straits that CYCT burgee and Tasmanian flag did their job again and we met fellow Hobartians, Catrina and Brendan Boon from Dalliance as well as Brian and Celia Watchorn from Pretty Woman. The best part of cruising is definitely all the people you meet along the way with similar mindsets who are prepared to foresake the “normal lifestyle” even if only for shorter periods of time for the “boating lifestyle” that non-boating people struggle to understand.

The desire to catchup with family had us working the tide all the way up the Bundaberg river to anchor right in the city for a few days. Many cruisers seem to miss this but it was actually a great anchorage with easy access to the city. The realities of having a dog that can't be on a bus meant we walked with our shopping trolleys for the 12 km round trip to the Sunday Shalom college markets. For salami lovers, the “Godfather” is worth the walk.

Lady Musgrave was one of our bucket list items so a stupid o'clock start (before first light) from Bundaberg was in order to arrive at low tide with the sun overhead. Lady Musgrave did not disappoint and we saw our best snorkelling of the entire trip there. We spent several days there before making the transit to Pancake Creek which was also on the bucket list. The realities of having a dog who doesn't like to be left onboard alone meant that we took it in turns to make the trek up to the Bustard Head Lighthouse and take the guided tour by the caretakers (well worth the \$10 fee).

Another stupid o'clock start helped to make the dash to Great Keppel Island, where we felt like we were starting to get into cruising life, nice beaches to walk along and good friends to socialise with.

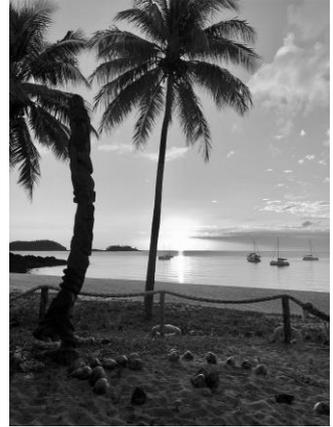
We were just about to settle down for the night when one of the other cruisers, that we had previously made friends with, contacted us stating that another cruiser had caught his fingers in the gypsy wheel of the anchor winch. They knew that we were a paramedic and a nurse and had an extensive first aid kit on board. So the injured person was bought over to us by dinghy where we dressed his fingers and the abrasions and lacerations on his hands and arms. A calming drink of port for his traumatised wife was also part of our treatment. This couple have also become firm friends.



After GKI it was a 50nm hop up to Pearl Bay, where we anchored at 1600hrs. The call went out over the radio that there were sundowners on the beach at 1630, so, dinghy in the water and off we went. This is what cruising is about! Pearl Bay was so serene on the first night we decided to stay another night, however, we rolled and rolled on the second night. This seems to be a common occurrence with Queensland anchorages i.e, first night sucks you in, the second night kills you. Nothing like lying like a starfish on your bunk so you don't roll out. We will never complain about Tassie anchorages again.

Next bucket list destination was Middle Percy. We anchored mid-afternoon and headed straight to the beach to explore the hut. The history of this island and hut is amazing. We spent many hours reading signs from other yachties and looking at all the items that had been left behind, before deciding where to hang our shingle. We left behind a small piece of Huon Pine with our names on it. Again, the second night indicated it was time to continue moving north, so we headed towards Mackay and decided to overnight at Double Island. Another reality check as the roly nature of the anchorage means that very little sleep was to be had.

With little sleep and another early start the sight of Mackay Harbour was very welcome. We had family time planned here as Darren used to live here as a child and still has many relatives in the area. The traditional pie-n-peas were an added attraction.



After Mackay we headed for Brampton Island (the first of many abandoned resort islands that we would be visiting). This is where we had our best whale experience of the trip. We had several Humpback whales swimming around the anchored yachts and we could hear them “talking or singing” through the hull of the boats, a very beautiful but eerie experience.



Our first close encounter with a turtle was at Thomas island where we had some coming right up to the scoop for close-up photos. Bill-Bob Bay (bottom of Shaw Island) is another favourite memory with its long beach and great kayaking around the bombies. From there we entered the “Whitsundays proper” and spent the next six weeks visiting all the regular spots. Hill Inlet at Whitehaven Beach was a definite highlight and we managed to see it four times in different moods. It really is as beautiful as the tourist photos show.

We were anchored at Stonehaven one evening and heard a “medical mayday” that no one seemed to answer so we answered the call. It was from a woman on a cat moored in Butterfly Bay and her husband had collapsed in the bathroom and wasn’t responding. So Darren obtained a detailed history from the wife and by this time another nurse had arrived onboard the cat from another vessel. We established the patient was breathing and now had started to respond to



verbal commands but was confused about his surrounds. This was all established by the VHF radio. Darren gave out his mobile number to the wife and as soon as he did this his phone rang. It was VTS in Townsville. They had been listening to the whole conversation and were on the phone to the Queensland Ambulance Service who wanted some further information. We were able to relay the questions and answers as VTS Townsville couldn’t make direct contact.

We were very impressed with the VTS network and their attitude and professionalism. The patient made a full recovery and we have made more friends.

We spent a week at Gloucester passage for the annual Shaggers event and it didn’t disappoint. We decided to volunteer as much as possible so that we could meet more people and it was certainly a great way of doing it. Even our dog (Tessa) became very well-known as she was always in her little camp chair patiently waiting for our volunteer shift to finish before she could have a little beach walk.

Even though that was our turn-around point it was certainly not the end of our cruising for the year. We met up with LeMaris (Eva & Duncan) again and had a scone cook off whilst in CID harbour. It was a fun afternoon with others invited for afternoon tea. On the southward journey we actually picked up some family teenagers at Airlie beach and took them for a 10 day adventure away from their parents (and sometimes away from the internet too). It may not have always been easy for them but they say it is a holiday they will never forget. Thankfully we delivered them safely back to their parents in Mackay.

Back to the reality of work commitments meant that we left the boat in Mackay and the dog with a local sitter while both of us went to work for six weeks. This decision meant that by the time we came back to the boat in early December the cyclone season had already started and that elusive weather window to take the boat back to Brisbane for Christmas didn’t really present itself. We finally made a mad 48 hour dash from Mackay to Bundaberg arriving on the 23rd December. The timing of this weather window was perfect from a sailing point of view which is lucky as only three hours out of Mackay we discovered a major fuel leak. The failure of a tiny rubber grommet that holds the return diesel line from the engine back into the tank caused the diesel returning to the tank to be pumped straight into the bilge. It was not until we were nearly into Bundaberg and side on to the swell coming into the leads that we realised the full extent of the amount of diesel that had ended up in the bilge. We ended up having approx 140lt of diesel in the bilge.

As our son was arriving to spend Christmas with us on the 24th, we had 24 hours to clean up this enormous diesel spill after a 48 hour passage! Needless to say we did the best we could and then left the rest until after Christmas. The cleanup required every piece of floor to be lifted as we need to hand pump all that diesel back into containers for disposal. We also went through a few packets of disposable nappies. Looking back it was one of those passages that we can remember for the beauty of the moonlight and the winds actually doing what they were forecast and yet a total disaster.

Having found a great diesel mechanic (Grumpy, who was anything but grumpy) who was able to make a repair (and improvement) to the diesel return we finally left Bundaberg on New Year's day 2019. Our return through the Wide Bay bar was not as smooth as our first one and our dog was less than impressed by the drenching rain but we finally made it back to Moreton bay and then back to Boatworks again for more boat maintenance before returning to Brisbane to leave the boat again and go home for our daughter's wedding.

Returning to our boat in March brought with it the realisation that we would definitely need to re-antifoul sooner rather than later as the growth on the bottom was slowing us down by about 2 knots, so back down to Boatworks we go. We had also ordered some new saloon furnishings, new Bimini and a rainhood for the forward hatch, so that we didn't have to wake up each night to shut the hatch and swelter without the breeze. With a hull polish as well, the boat was looking great.

Once again we were now waiting for weather windows to get back through that Wide Bay Bar. Finally left Moreton Bay on Anzac Day for another overnigher. Not sure if it was rougher than some of our other passages or because of the fact that we hadn't been in those conditions for so many months but we were both a bit green that night and we were very happy to finally put the anchor down at Garry's anchorage after 165nms in 23 hours.

After 2 quiet days at anchor enjoying being out of the marina again, it was time to move on. Our first visitor for 2019 was an uncle from Tassie who was backpacking up the east coast as far north as Rockhampton. In order to get to us he need to get a bus from Noosa, a taxi to River Heads and a ferry to Kingfisher resort. No mean feat for a 74 year old. We delivered him back to Bundaberg five days later.

After a week in Bundy, and meeting a new set of 2019 cruisers, we headed north once again for a long haul to the Keppels (great sailing in SE conditions but big swells). Unfortunately this year's visit was a lot less comfortable than last year and after two rolly days we moved on to Pearl Bay. Another sleepless, uncomfortable night had us deciding to move the 8nms further north into Island Head creek for shelter from the swell. Upon pulling the anchor at Pearl Bay it was discovered that we didn't have any water coming from the exhaust, so we put the anchor down again and set to investigating why there was no water. After checking the entire system, it was discovered that we had a blockage in the seacock where the water comes into the vessel. The challenge was how to unblock the seacock from inside the vessel. A search of the boat for something that would fit down the seacock unearthed a piece of dowel that fitted perfectly. We had sucked up a piece of seaweed that made a perfect plug to seal the seacock. After a one hour delay we made our way to Island Head Creek, where we spent the next five days sheltering from the strong SE winds. We were joined by two others boats that we had previously met, Dreamagic

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(Bavaria44) and Bacchanalia (Holland 52), where we socialised to the best of our abilities and helped each other with boat jobs.

Upon leaving Island Head Creek we had another ripping sail up to Middle Percy Island again to add 2019 to our shingle from last year. Spending two lovely swell free nights and days here was a great change from some of our recent roly anchorages. By now the pie-n-peas and family time was calling so another great sail (day passage this time) had us back into Mackay. Upon arrival into Mackay an engine check lead to the discovery of water in the sail drive oil. Darren only checked the sail drive oil two days ago and it was fine. Needless to say we were slightly frustrated at needing to slip again so soon after the major Boatworks slipping. That's boats for you!!!! Kris decided this was a good opportunity to have a night in a hotel, as she wasn't keen to stay on board in the slings overnight. Would you blame her?

From the time that we left Brisbane on ANZAC day until we arrived into Mackay we had travelled nearly 600NM and only put 20 hrs onto the engine, some of the best sailing conditions that we have had.

Our decision to turn south from Mackay is due to family (good news) and work commitments so once again we found ourselves waiting for weather windows to go "the wrong way" against the prevailing winds at this time of the year. So far we have made it from Mackay to Brisbane (took a week with 3 overnights). The fourth crossing of the Wide bay Bar in a 12 month period was the smoothest by far but was then followed by a lightening storm at sea and more torrential rain. Kris managed to sail Goosewinged, furl the headsail by herself and had a whiteout at sea while negotiating the ships off Mooloolaba (again thank god for AIS), all while Darren was asleep in the middle of the night. Scary but strangely exhilarating. Certainly makes us realise how far we have come since we first bought this boat almost 6 years ago.

It's been a great 18 months of cruising, it's not all Pina Coladas and walking along the beach everyday. There have been frustrating times and fantastic times, and lots of time waiting on weather. Unexpected boat maintenance in exotic locations. We have met some wonderful people and some will remain lifetime friends. We haven't ticked off everything we had on the list to achieve, so maybe we will have to revisit the cruising agenda in a few years. By the time we get back to Tassie in a few months we would have covered nearly 6000nm in 18 months. We look forward to getting KARM back to Hobart and to continue to cruise Tassie. It has made us realise how wonderful the cruising grounds that we have in Tassie are.

Kris and Darren Schmidtke

**S.L. Leprena – Andrew Perkins**

Leprena was the 17-foot 6 oared Jolly boat on board the 110-foot sailing ship ‘Leprena’, built by Purdon & Featherstone at Battery Point in 1922. It was built to carry timber from Leprena mill in Recherche Bay to



Adelaide and Melbourne. In 1925, the ship was wrecked at Eddystone Point on a rock, later named ‘Leprena rock’ and the Jolly boat was salvaged and sold and later fitted with a petrol engine and well and used as a fishing boat at Recherche Bay.

In 1998 Bart Hutchings purchased and restored the boat and built and fitted the Cleveland Dolphin steam engine, and C+M Wear wood fired vertical fire tube

boiler. The present owners Mary and Andrew Perkins purchased Leprena in 2012 and have rebuilt the engine and converted the boiler to biomass (wood pellet) firing.



Leprena is the only known wood pellet powered vessel in the World and one of three steamboats based at Franklin the others being S.L. Lady Lavinia and S.L.Luxor .



**Why wood pellets?**

Wood pellets have a much lower moisture content and higher density than wood. Pellets can be accurately fed to the fire to maintain the correct fuel/air mixture and steam pressure and to ensure clean and efficient combustion.

Wood pellets are a 100% renewable, carbon

neutral, non-fossil fuel and sustainable energy source.

Wood pellets are usually made from saw dust and wood waste. In future, wood could be selectively harvested and pelletised as an alternative to hazard reduction burning, reducing the risk of bush fires and providing a valuable energy source.

Andrew Perkins

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## Membership Officer's Report

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Its winter and of course that means most of us are having a break from sailing or perhaps more so cruising, that is unless like a few members you are fortunate enough to be sailing/cruising afar in warmer climes. And if so, lucky you. Mind you for those that are, your contribution by way of a trip report and photos would I am sure be of interest to the members, hint hint.

On the other hand, for most of us back home, it is the season for maintenance, though possibly the sort that doesn't require work on the outside of your boat, attendance at the club's winter forum series, and hopefully plenty of winter comfort food, full bodied red wines, gluewein or whisky (whatever your poison).

For me, though while most of us tend to largely hibernate, I actually (I know strange as it may seem) love winter, for it means much of the above plus the opportunity to go skiing (well as soon as there is enough snow and the tows are operating). There are other activities which involve being active outdoors besides sailing/boating, strange as that may seem.

But in there, there is the rub, for I have come down with a very unpleasant and tiring dose of flu. And yes, I do realise that is one of the downsides of winter. Oh well all going soon I will have rid myself of this affliction and can look forward to sometime up at Ben Lomand, and later on in early September a ski trip to Falls Creek with some good mates.

Unlike in previous months where things have seemed a little quiet for me in my role as Membership officer, over the past few weeks has seen a flurry of activity what with many members re-joining, some confusion regarding the online payment options and costs and as well regrettably a number of past members deciding for a variety of reasons to not rejoin. I am assured by our Commodore that this is not atypical. I hope so. I must say for myself, one of the really good things about being a member of the CYCT is the friendships and acquaintances' made with fellow sailor/boaty people and the opportunity to learn and improve on one's skills. I don't think any of us ever stop learning and with such a huge inventory of skills and experience held by the members, any of us can benefit from this.

Ah, in closing this ramble, I must note, another benefit of winter, on those cold nights at home when there isn't much on the TV, it does provide the opportunity to catch up on all those sailing/boating YouTube channels, if that is your thing. For me the latest one I have been enjoying is called the Adventures of an Old Sea Dog, which follows the travels and tribulations by a UK chap called Barry Perrins aboard his 36ft steel non chined yacht. He is on a solo circumnavigation. Each episode is relatively short but informative and entertaining. See you next time.

**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.

***Thulani***  
Mark Sweet

**WELCOME TO NEW MEMBERS**

***Yaarandoo 11***  
Mike and Sue Powell

***Windward Star***  
John and Christine Brown

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.

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**Marine Radio Course - Kettering Yacht Club**


To all Members - Reminder

The Kettering Yacht Club will be hosting 2 Marine Radio Courses which will be open to both members and non-members.

There are two course dates available (see below) - We are looking at 10 people for each so please get in early to reserve your place.. Course cost will be \$161.60 per participant and fee includes Marine VHF Handbook and examination and application fee.

The course will be held at the Kettering Yacht Club - Ferry Road KETTERING.

Should you need more information or wish to enrol please contact Lee Reid on 0409 422 230.

***This is a great opportunity to undertake your Marine Radio Course locally - places will fill quickly so please ensure you contact Lee ASAP.***

***Please pass this information onto anyone you know who are wishing to complete their Marine Radio.***

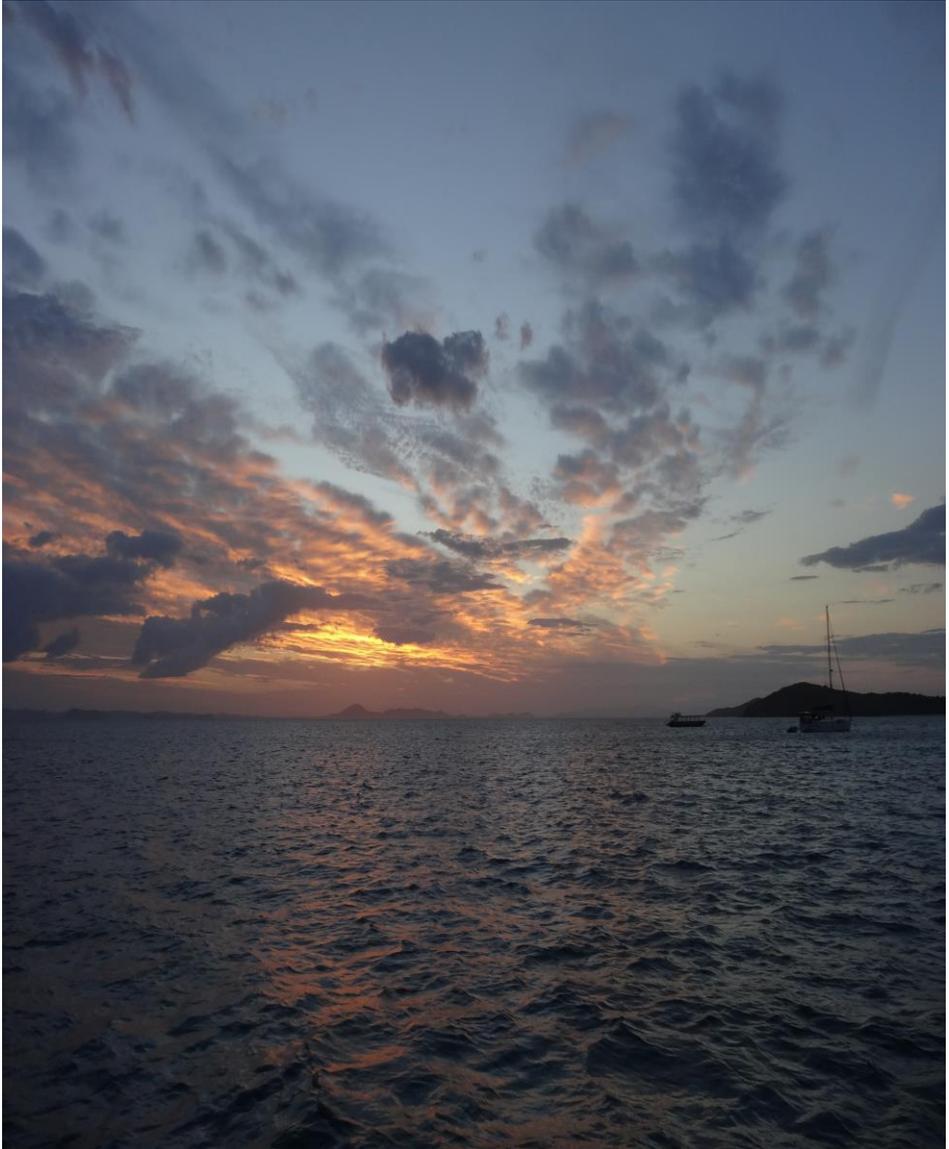
<b>Course 1 - July</b>			
Date	Start	End	Description
10/07/2019	7.00pm	9.00pm	Theory Session 1
17/07/2019	7.00pm	9.00pm	Theory Session 2
24/07/2019	7.00pm	9.00pm	Examination & Practical Assessment

<b>Course 2 - August</b>			
Date	Start	End	Description
14/08/2019	7.00pm	9.00pm	Theory Session 1
21/08/2019	7.00pm	9.00pm	Theory Session 2
28/08/2019	7.00pm	9.00pm	Examination & Practical Assessment

**CYCT Photo Competition**

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*Approaching Great Keppel Island at Dawn – Chris LeCornu*

**CYCT Photo Competition**

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*Sky Chris Lecornu*

## New members Daun and Chris Morris



**2007** has been a many faraway plentiful year for Capt. Ganghook, the Wench & the faithful crew of Magic. So many lands have they plundered, Malaysia, Thailand, a revisit to Grand old Australia and of course the small island laden with treasures to the South, the land of the Chicken & Camembert Pie.

Magics beam bursting with loot the time has come to up size to a larger galleon. The search began!

Magics treasures were off loaded to a secret location buried deep in the caves of an island paradise of Langkawi. Ganghook travels far & wide in search of the perfect vessel to continue the journey with Cheese, (the ships rat) by his side. He scours the net, word has it New Zealand is the place a large vessel worthy of the Magic crew is there, but alas, this is not so, the Wench, Ganghook and Cheese

search the shores of Phuket where many a fine pirate ship lay in waiting to be plundered and taken, still non can match the Wenches needs. The Captain roams the lands, back to Australia, then to Hong Kong, 'Singapore, Penang. Meanwhile the Wench with her companion Lulu return to the secret location to watch over the hidden treasures of Magic. Ganghook sends word he has found a worthy sailing ship, an excited crew prepare a takeover and make ready for Hong Kong, but NO WAIT! another potential ship has been found in Singapore, the Captain and his loyal friend Captain Terry take to the air, this is "The One" the Wench hears, both Captains are delighted she is a fine ship, so yet again a takeover is planned. A Singapore we shall go. AH Pirates cannot be trusted, the Singapore Sting is taken from under our watchful eye, O Dear! Back to Hong Kong we will go.

With bags packed a divided crew, consisting of Ganghook, The Wench, Lulu, Cheese and Ted the anxious party wing their way with hope of a new bed for Christmas. On inspection the crew are pleased. A large Captains quarters, raised saloon, big galley, spacious cockpit and room for stowaways. Complete with in mast furling. A haul out and test sail, the deal is done "More Magic" is born.

A 7-year-old 2 cabin Jeanneau 43 Deck saloon, She's a little beauty!!!!

For most of December the crew worked hard preparing "More Magic" who had laid dormant for most of her short seven years in Hong Kong. Much preparation was to be done. Dim Sum, sights to be seen, treasures and spices for the taking.



January 2008 is here; Year of the Rat and More Magic is ready. 5th of January, the sails are set, ropes are cast fair winds are predicted and Hong Kong - Sai Kung disappears into the distance smog haze behind the setting sun.

For 2 days and 2 nights both crew and ship perform admirably, with wind in our sail's food in our belly's, hopes and dreams for the New Year what could be better. Singapore here we come, 1350 nm the crew's longest passage to date.

Day 3 the wind drops, the Wench is taken with the plague - Sea Sickness that is, oh No, - NO Wind No Wench, 2 more days this continues, a slow progress. Day 5 shows promise, clouds in the sky. Yes, wind we all say, but alas only a zeffeer. With such an impressive sailing ship on the waters we are payed visits by several ships, some fishing boats,



Some Super tankers, up close & personal. These large vessels stealthy move through the night, fear factor is high, the South China Sea, no plundering is planned for these high waters. Singapore is our One stop Shop till you drop. Bring it on.

Day 4 (night watch) Ganghook is blissfully watching a black monster powering thru the water at 20+knots for about 10 minutes before he realised that, no it was not going to change

course for a yacht on PORT tack. Bugger. Poled out heady and all, the good captain steered us onto a parallel course and at the same time she sounded her hooter. Have you heard a ships hooter close up? No good!

The Wench emerges from her slumber to the mighty sound of screeching engines, hooters kitted in life jacket with the grab bag, a first aid book and water bottle. She took some calming before descending to the bowels of our pride and joy once more.

Won't do that again. We found out that Chinese skippers like to skip in front of your vessel to wash off their nasty spirits. It doesn't matter that your vessel is only 40 feet long and weighs 9 tonnes and theirs is 1000 feet long and weighs, well who knows.

From then on, the code of the sea was adopted calls of Port to Port used.

None acknowledged the message just turned to starboard to show us their red light, among the myriad of others displayed on their black hulls.

A few managed to almost ignore us completely and that was when the Wench pulled out her secret weapon. The 50-watt deck light flashed on and off a few times, together with lots of yelling and waving the dolphin torch about. That worked a few times but sometimes we had to change course to avoid being run down by one of these monsters.

So, there was no snoozing on deck on More Magic this time.

Where do these giants go? During the day we hardly saw any boats. One here and there on the horizon. Occasionally we would be jolted alert by a close encounter with a wave maker.

After 12 days at sea we finally decided that most of the really big ships waited just over the horizon during the day lulling us into a false sense of security. Not many about today the Captain would comment, only to find that there were dozens bearing down on us after dark.

Day 7, January 11th, 2008, still no wind, Captain and crew are now rationing, fuel, water and fresh produce is low. A 9-day passage was hoped for, a 14-day planned for, We shall see!

January 14, 380 nm to go and wind at last this is our ticket home, the wench tethered in the cockpit the swell rising and the sound of wind and water oh the noise, where is Ganghook when you need him? Ah the captain he resides in the Master cabin keeping a close eye on Lulu and dreaming of plundering the shores of Singapore.

January 17th, 2008 the call of land ahoy, Singapore is hidden behind the thousands of anchored tankers, the crew are weary but elated and dreaming of Fish, Chips and a pint of Guinness, but first stop - Bed.

Then the next adventure will begin.

Daun and Chris Morris

## New members Mark Sweet

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Aged 7, I first set foot on *The City of Germiston*, a Van der Stadt designed Agulhas 45, in which my father had a share.

We departed Lourenco Marques (now Maputo) capital of then Portuguese colony of Mozambique, bound for Porto Amelia (now Pemba) just South of the Tanzanian border. A distance of some 1,000nm included stops at various ports along the Mozambique coast and offshore islands

Six weeks later I flew in an aeroplane for the first time, recalling tears in my eyes as the TAP Boeing 707 flew low over the anchored yacht that had so far delivered enough adventure to last a lifetime of storytelling. Over the next seven years many school holidays were spent cruising the Mozambique coast.

The intensifying war for independence from Portugal ultimately put a stop to these trips and many South African owned cruising yachts were left to rot when independence was granted, and a Soviet backed government came to power in Mozambique denying access to South African passport holders.

Fortunately, "*The C of G*" was rescued and brought safely back in South Africa but was later sold.

*Tagesi* a 31ft Miura was back yard built over ten years in Johannesburg and launched on the Breede River, some 50nm from Cape Agulhas, the Southern tip of Africa. We cruised and successfully raced *Tagesi* in PHRF class during the late 1980s in and around the Cape of Good Hope she remains in the family, lying at Simonstown.

I had boyhood dreams of competing in the classic South Atlantic downwind Cape to Rio Race, for which the *C of G* had been built.

The Cape to Rio is in some regard to South Africans, what the Sydney Hobart is to Australians. At 3,600nm it is the longest intercontinental yacht race in the Southern Hemisphere and in 1993 the race resumed after a 17-year hiatus prompted by the gradual lifting of sporting boycotts against apartheid. I could not resist and pulled together a team, entering a fast Simonis 35 into the fleet of 83 yachts that left Table Bay.

With an elapsed time of 24 days, finishing 14th over the line and 10th on handicap (and 7kg lighter), my lasting memory is of one 247 nm run in 24 hours and seeing 22 knots on the log! Rio was in Carnivale warm up mode as we crossed the line and the crew quickly developed a taste for the local caipirinhas.

(Pictured is *Thulani* in Constitution Dock, our accommodation in the city for Dark MOFO.)

Fast forward to 2013, I was living in Tasmania and an accidental conversation made me aware that *Thulani*, an Agulhas 45 and sistership to *The City of Germiston*, lying Whitianga on the Coromandel Peninsula NZ, was seriously in need of love and for sale. We scraped together the money and with my son Michael spent the next five years of holidays getting her ready for a Tasman crossing, enjoying the Bay of Islands in between.

In July 2019 we sailed the 1200nm to Tonga via the incredible and remote Minerva Reef lying 800nm North of NZ. This was Michael's first open ocean passage as skipper and from Tonga he



continued on to New Caledonia, eventually making landfall at Coffs Harbour.

In November 2019 *Thulani* limped across Bass Strait into Triabunna. The dodgy diesel supply in Tonga had left its mark, 'black death' bacteria in the tank and an injector pump failure off Eden with my sons Michael and Tristan on board meant a few more

sleepless nights before we could call the job done.

Whilst we work on 'the never-ending list' borne by an old girl on her second circumnavigation, *Thulani* will call Taranna on the Tasman Peninsula home for the foreseeable future and we very

much look forward to the local cruising and new adventures.

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## **Finnish Waterways – Dave Davey**

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### **Lake Saimaa**

Lake Saimaa is the largest of Finland's 188,000 lakes, and the fourth largest natural freshwater lake in Europe. With a surface area of 4,400km<sup>2</sup>, it is barely half the size of Australia's large Lake Eyre but consider other measures. First, it is freshwater, but like a lot of Tasmanian water it is deep brown in colour from the forest and bog sources. The average depth is 17m (maximum is 82m), and the shore length is a staggering 14,500km, mostly forested. There are lots of islands, also mostly forested. The published estimates vary, probably dependent on how big a hard bit has to be to be considered an island - 3,507 to 13,310. The lake interconnects with some 120 others, and there are navigable channels (minimum depth 4.2m) linking many. Those channels within the lake itself total 814km in length. So, as a cruising ground, it's hard to beat.

### **A rare resident**

The lake is home to the "Saimaa ringed seal", the world's most endangered seal found only here. It is estimated the population numbers only a bit over three hundred, but probably growing due to protective efforts.

### **Day Length**

The lake ranges from about latitude 61°N at Lappeenranta in the south to about 62.6°N at Joensuu and nearly 63°N at Kuopio in the northern extremes. This is short of the Arctic Circle but getting up there. At the summer solstice the sun dips below the horizon for only a few hours meaning there is no nautical twilight, i.e. you can never see stars. (So, don't ask if you can see the aurora!) While this 24h daylight is great in mid-summer, the problem is that at the winter solstice, the sun only rises for a few hours, and not far over the horizon.

### **Saimaa Canal**

This 43km long canal links Lake Saimaa, altitude 76m, to the Gulf of Finland, at the Russian port Vyborg. The canal was built between 1845 and 1856 at a time when the Grand Duchy of Finland was a part of Russia. Following the Russian revolution of 1917, Finland declared independence as a republic. The new border left the canal half in Russia and half in Finland. It is clearly of greater importance to Finland, so the management problem was solved by the Russian portion being leased to Finland. The current lease runs to 2063.

There are eight locks, 3 in Finland and 5 in Russia. These are operated by remote control.



The canal was significantly overhauled and widened in 1963-68 before which there were 28 locks. The maximum dimensions for a ship transiting the canal are now: length 82.5m; beam 12.6m; draft 4.35m; air draft 24.5m. Those dimensions include ships of modest size carrying significant cargo, so the canal still carries considerable material, unlike many European canals that are now used

almost only by leisure vessels. It is currently estimated that the total cargo carried in the canal amounts to about 2 million tonnes per year.

### Travel

Lappeenranta can be reached by car, bus, train, plane and even boat. The main links are to Helsinki, about 230km away to the WSW, but also to St Petersburg about 200km to the SE.



*A small boat harbour at Lappeenranta*

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**Minutes of General Meeting held at RYCT on 2<sup>nd</sup> July 2019**

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**Opening**

The Acting Commodore David Bowker opened the meeting at 7.30 pm.

**Attendance**

Fifty-nine people attended the meeting, including guests Tony Cowley, Chairman of the Cruising Committee of the Royal Yacht Club of Tasmania, and John Brown. The Attendance Sheet is filed with the official copy of the minutes.

**Apologies**

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

**Guest Speaker**

The Acting Commodore introduced the Guest Speaker, Club member Janne Gorman, who gave a presentation on the results of the survey on the future direction of the Club, which was conducted by the Club's Strategic Planning Committee. Janne advised that the survey results had provided much positive feedback about the Club and the strong message from the survey was that the Club should "keep doing what it is doing". The results also indicated that the following topics were of most interest to members:

- Cruising in company
- Opportunities for sharing knowledge with others interested in cruising
- Forums/presentations/technical sessions

Janne then conducted a "Future Directions Workshop" and attendees formed groups to discuss the future direction of the Club, including such topics as preferred cruising destinations, the role of Cruise Coordinators, how to attract young people and families to the Club, technical forums and how to harness the expertise of current members and use that in a mentoring role. After a 35-minute discussion, the leaders of the various groups addressed the meeting on the ideas put forward by each group, and Janne Gorman advised she would collate that information and present it to the Club Committee for further discussion.

The Acting Commodore commended Janne on the work of the Strategic Planning Committee and thanked her for conducting the survey and collating the results. He also thanked her for her excellent presentation and workshop.

At the conclusion of the presentation, there was a 10-minute break and the meeting resumed at 9.10 pm.

**Minutes of General Meeting held on 4 June 2019**

It was moved by Philip Bragg, seconded by Lew Garnham that the Minutes of the General Meeting held on 4 June 2019 be signed as a true record of the meeting.

**Carried****Business Arising from those Minutes**

Nil

**Introduction of New Members**

There were no new members in attendance at the meeting.

**Treasurer – Shona Taylor**

The Treasurer was an apology for the meeting but on her behalf the Acting Commodore advised that budget for the 2019-2020 financial year had been submitted to the Committee for approval and an audit would be completed by 19 July 2019.

**Vice Commodore – Greg Hitchens**

The Vice Commodore reported that:

- A cruise to Randalls Bay was scheduled for 13-14 July, to be coordinated by Women on Boats member Val Nicholls. Details would be made available on the website.
- A cruise to Rabbit Island was scheduled for 10-11 August, which would include a beach barbecue at Dover near the holiday home of new members Tolly and Josephine Jaworsky. Members were asked to bring their own “everything”. Details would be made available on the website.
- The Club Dinner was scheduled for 7 September at the RYCT and members were asked to register on the website. Places were limited and over seventy members had registered to date. Some berths would be available at the RYCT for members.
- Club Member Ian Johnston had offered to conduct a cruise of at least two weeks to Port Davey in 2020, with the date to be decided, but possibly in January or at Easter. Expressions of interest were sought on this proposal.
- A Master Plan for the Tasmanian World Heritage area, which includes Melaleuca, was currently being formulated. The Vice Commodore sought advice from the meeting on whether the Club should make comments on the Plan and it was agreed that this would be desirable. Members were therefore invited to comment as individuals or to forward to the Vice Commodore any comments they believed should be made on behalf of the Club.

**Commodore – Richard Taylor**

The Commodore was an apology for the meeting. His report is in the *Albatross*.

**Women on Boats – Tracey Taylor**

Tracey Taylor was an apology for the meeting. Her report is in the *Albatross*.

**Editor – Fiona Tuxen**

The Editor’s report is in the *Albatross*. She encouraged members to continue to send articles and photographs but advised that she already had sufficient articles for the August edition. She also advised that the cut-off date for the August edition would be 16 July.

**Membership Officer – Dave Mitchell**

The Membership Officer’s report is in the *Albatross*. He advised that six new members had joined the Club recently and also that six had decided not to renew their membership. Fees (\$110 for full members, \$85 for social members) were now due. As there had been some confusion about an

extra cost to pay by Paypal, the Acting Commodore asked for a show of hands on whether members believed a fee should be charged to use Paypal or pay by credit card. The majority of members voted for a flat price, regardless of the method of payment. The meeting was advised that the preferred method of payment was by direct transfer into the Club's bank account.

### **General Business**

- Club member Ian Johnston advised that due to a favourable weather forecast, he planned to sail to Port Davey on 3 July, returning on 7 July, and he sought one crew member for the trip.
- The Acting Commodore advised that the Kettering Yacht Club conduct radio courses in July and August, at a cost of \$165, and any member interested in undertaking the course should email him. Due to some confusion among members, the Webmaster advised the meeting that HF radios must be licensed, but while VHF radios do not need to be licensed individually, the operators of HF and VHF must have an operator's certificate.
- The meeting was advised that CYCT members were invited to attend an RYCT "At Home" function on 9 August, and bookings should be made through the RYCT.
- Andrew Boon advised that the draft 5<sup>th</sup> edition of the Southern Tasmanian Cruising Guide was now available for review by members of the working group.

### **Next Meeting**

The next General Meeting will be held on Tuesday 6 August 2019 at the Royal Yacht Club of Tasmania at 7.30 pm.

### **Close**

The meeting closed at 9.25 pm.

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**Minutes of 43<sup>rd</sup> Annual General Meeting 4<sup>th</sup> September 2018**

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**Opening**

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

**Attendance and Apologies**

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Thirty-seven members registered their attendance plus two guests, Michael and Elaine Winand. Twenty-three apologies were recorded on the attendance sheet, which is filed with the official copy of the minutes.

**Minutes of the 42nd AGM**

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The minutes of the previous (42nd) AGM held on 5 September 2017 were published in the September 2018 *Albatross*.

It was moved by Judith de la Mare, seconded by Lew Garnham that they be signed as a true record of the meeting.

**Carried****Business arising from those Minutes**

There was none.

**Treasurer's Report and Auditor's Report**

The Treasurer reported that the Club's Profit and Loss Statement and audited Annual Report were available to members, and that the year-end profit was \$2,611, which was slightly ahead of budget.

It was moved by Shona Taylor, seconded by Tracey Taylor, that the Financial and Audit reports be adopted.

**Carried**

It was moved by Richard Taylor, seconded by Julia Greenhill that Rendell Ridge, the Club's current auditor, be re-appointed for the 2018-19 year.

**Carried****Commodore's Report**

The Commodore's Report was published in the *Albatross*. The Commodore thanked the existing Committee and departing committee members and wished the incoming Committee success. He reiterated that the highlights of the past year were:

- The cruising guide *Cruising North East Tasmania*, published in December
- The new Club website, Club Express

- The Club's Facebook Group
  - Women on Boats
  - Winter Forums
  - Two General Meetings being held at "cruising" venues
- Representations made on cruising issues associated with new and amended marine farming activities
- A 10% increase in the number of CYCT boats
- Increased sales of apparel and publications
- A multitude of cruises, near and far, especially those to new destinations

### Awards

- The Commodore advised that Erika Shankley had nominated *Honey Bee* (Chris and Peter McHugh) for Cruise of the Year. Chris and Peter's cruise on *Honey Bee* has taken them up the east coast of Australia, then to south east Asian ports, before returning to Tasmania via the Australian west coast, which was a full circumnavigation of Australia, including Tasmania.

It was moved by Richard Taylor, seconded by Tony Peach, that Chris and Peter McHugh be awarded Cruise of the Year, which would be presented to them on their return to Hobart.

### Carried

- The Commodore advised that Cruising Plaques were presented to members who had sailed out of Tasmanian waters and returned or who had circumnavigated Tasmania but not as part of an organised cruise. An additional criterion was an article to be written for the *Albatross* or a presentation made at a Club meeting.  
It was agreed that Cruising Plaques would be presented to the following: *Rusalka*, *Honey Bee*, *Golden Dream* and *Ocean Child*.
- It was also agreed that a special award entitled "Club Family Award" would be presented to the Watson family for their enthusiastic participation in Club cruises and social events. Additionally, certificates would be presented to each of the Watson children (Max, Isabella and Lucas) for their assistance in many areas, including mooring vessels, taking photographs by drone and outstanding hospitality aboard *Serenade*.
- It was agreed that the Editor's Award would be awarded to David Webb (*White Rose I*) for his report on the East Coast cruise. David's report best encapsulated the CYCT's mission – fellowship, social interactions, how to avoid dangers and overcome mishaps.
- The Membership Officer advised that an award would be made at the Club's Annual Dinner to the person who recruited the most new members during the last year.

**Election of Office Bearers**

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

<b>Position</b>	<b>Name</b>	<b>Clarification</b>
Commodore	Richard Taylor	Elected
Vice Commodore	Greg Hitchens	Elected
Rear Commodore		No nomination
Treasurer	Shona Taylor	Re-elected
Secretary	Lyn Peach	Re-elected
Editor	Fiona Tuxen	Elected
Membership Officer	David Mitchell	Elected
Webmaster	Tony Peach	Re-elected
General Committee	Chris LeCornu	Elected
	Lew Garnham	Re-elected
Warden	Chris Creese	Re-elected

Further nominations were invited from the floor, but none were forthcoming. Accordingly, the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Rear Commodore position in accordance with the requirements of the Constitution.

**Any other business**

There was none.

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**Close**

The Commodore thanked everyone for attending the AGM and closed the meeting at 7.55 pm. The September General Meeting then followed.

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## Committee Roles and Responsibilities

*This information is an abbreviated version of that found on the Club website. It is provided for the benefit of more recent members and those who may be considering nominating for a Committee position. Go to [www.cyct.org.au/Documents/Club Policies Management/Management Handbook](http://www.cyct.org.au/Documents/Club Policies Management/Management Handbook) for full details of all Committee positions.*

A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Secretary at [secretary@cyct.org.au](mailto:secretary@cyct.org.au)

All Committee members need to be familiar with the Constitution. They are required to produce a monthly report.

### **Commodore**

The Commodore is the public face of the Club, promoting the Club and presiding over the Committee and Club affairs. The Commodore has a vote, but not a casting vote. The role includes presiding over Committee, General, and Special meetings and the AGM, ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization, and overseeing all legal requirements and Public Officer duties. Availability for member consultations is a priority.

### **Vice Commodore**

The role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member). The Vice Commodore oversees activities and mentoring that promote safety on the water and encourage members to extend their cruising horizons. The Vice Commodore assists the Commodore in the discharge of his/her duties and officiates in his/her absence.

### **Rear Commodore**

The Rear Commodore arranges all official club social activities including guest speakers or training activities for meetings.

### **Secretary**

This role facilitates the Club's business and its smooth running. The role includes record-keeping in the form of Agenda and Meeting minutes, AGM nominations for Committee positions, dealing with correspondence to and from the Club and generally taking care of all administrative issues that are not the direct responsibility of any other Committee member.

### **Treasurer**

The Treasurer is responsible for the maintenance of the financial health of the Club and all the financial dealings to achieve this objective. This includes receiving income from subscriptions, banking and reconciling bank accounts, obtaining quotes for insurance, reimbursing approved expenses and paying supplier invoices. Monthly financial reports and annual report (P&L and balance sheet) are prepared for the annual audit.

**Editor – ‘Albatross’**

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer on all matters relating to the printing of the publication. The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

**Membership Officer**

The major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed each year. This includes maintaining the database on the website and keeping paper records of application forms up to date. The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions.

**Warden**

The Warden is responsible for the ordering and maintenance of the Club's physical assets and is also responsible for the maintenance of Club Honour Boards and photo albums.

**Webmaster**

The Webmaster is responsible for the maintenance and operation of the Club website by maintaining a secure database of member details, managing Club email aliases and managing the content of the website.

**General Committee Members (x2)**

The two general committee members do not have specific duties but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. In recent years, these positions have managed the Forums program.

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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](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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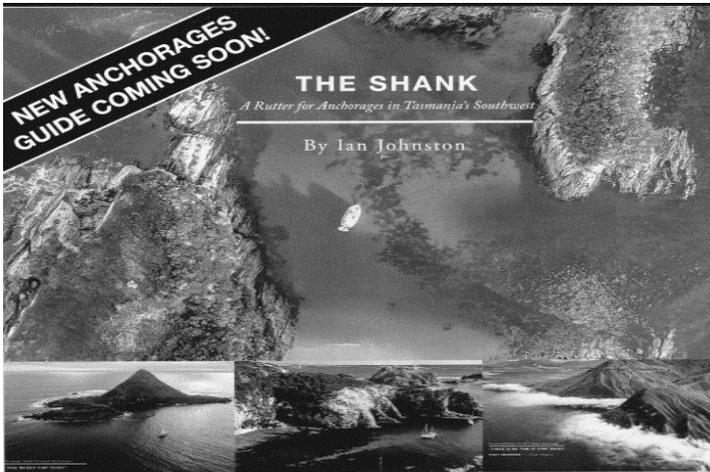


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— Paul Cullen, Director, Australian Wooden Boat Festival



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# Cruising Yacht Club – Store Front

## Cruising Yacht Club of Tasmania Store front

### Cap - Navy Peak

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*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 Fleecy 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, 61 cm.

**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



# BOAT SALES

## TASMANIA



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**THE CRUISING YACHT CLUB OF TASMANIA INC**  
**Nominations for Office Bearers – 2019 - 2020**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Royal Yacht Club of Tasmania at 7.30 pm on Tuesday 3 September 2019

At that time all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

Being financial members of the Cruising Yacht Club of Tasmania Inc. I hereby nominate the following member(s) for the position(s) indicated for the 2019/2020 financial year.

Proposer: ..... Signature: .....

Secunder: ..... Signature: .....

POSITION	NOMINEE'S NAME IN FULL	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006  
before 3 September 2019 or bring to the AGM

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