

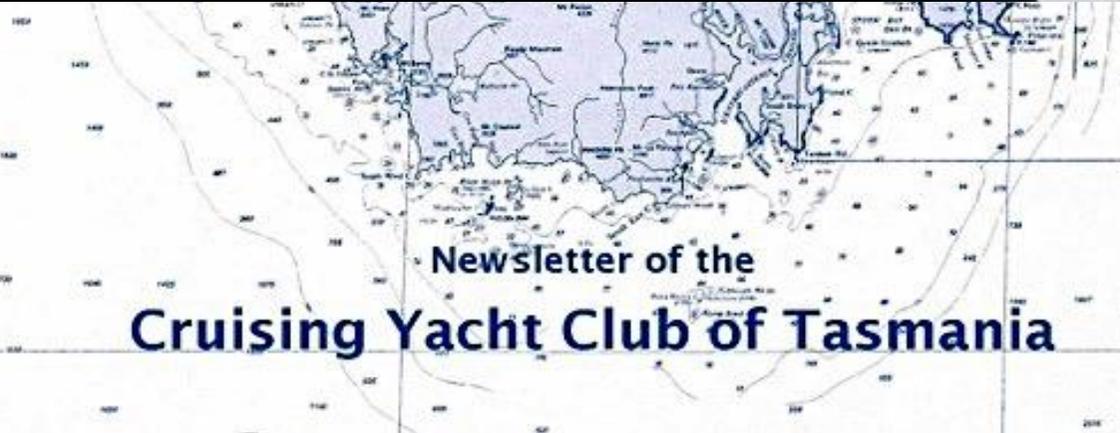
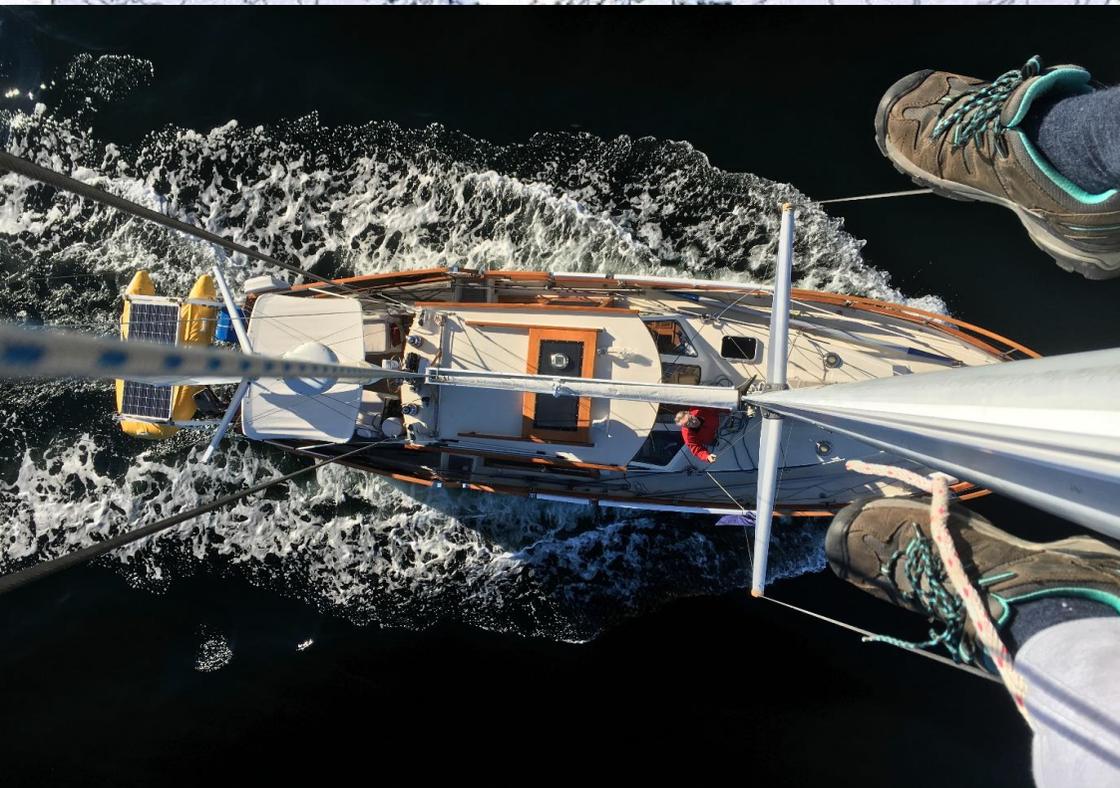


Albatross

Volume 45

No.9

September 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

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Vice Commodore Greg Hitchens	0431 567 776	<i>Mystic</i>
Rear Commodore David Bowker	0418 136 493	<i>Duet</i>
Treasurer Shona Taylor	0403 249 529	<i>Easting Down</i>
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Membership Officer David Mitchell	0419 565 786	
Warden Chris Creese	0400 520 588	<i>Neptune</i>
Webmaster Tony Peach	0419 383875	<i>Westwind of Kettering</i>
Quartermaster Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

Erika Shankley

Dave Davey

Chris Creese

Kim Brewer

Send all material for publication in *Albatross* to the editor - editor@cyct.org.au.

The normal deadline for publication is 19th of the month prior to issue.

Negotiation with the editor may be possible

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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. 34

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.

	CYCT CALENDAR
<u>September</u>	
Tues 3rd	CYCT Annual General Meeting @ 7.30pm Venue: RYCT upstairs.
Sat 7th	Annual CYCT Dinner @ RYCT Guest Speaker – Jessica Watson Guest Honor – Her Excellency Kate Warmer, Governor of Tasmania
Mon 9th	WOB Meeting RYCT @ 6pm
Tues 17th	Committee Meeting @ RYCT 7.30pm
Thurs 26th	Winter Forum
<u>October</u>	
Tues 1st	CYCT General Meeting @ RYCT 7.30pm
Mon 9th	WOB Meeting @ RYCT 6pm
Tues 15th	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 crew or persons.

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

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

Cruising Yacht Club of Tasmania Agenda 44th Annual General Meeting at RYCT on 3rd September 2019

Scheduled for 7.30 pm

1. Attendees

Members are asked to register their attendance on the sheet provided

2. Apologies

3. Minutes of the previous AGM held on 4 September 2018, as printed in the August 2019 Albatross

4. Business arising from those Minutes (if any)

5. Treasurer's Report and Auditor's Report

6. Appointment of Auditor

Confirmation of Auditor appointment for the financial year 2019-20

7. Commodore's Report

Nomination for Awards

8. Revisions to Constitution

9. Presentation of Awards

- Cruise of the Year Award
- Cruising Plaques

10. Short Break

11. Election of Office Bearers

The following positions are to be declared vacant at the meeting and re-filled by election:

Commodore	Vice Commodore	Rear Commodore
Treasurer	Secretary	Editor
Membership Officer	Webmaster	Warden
Committee (1)	Committee (2)	

12. General Business and Close

**CRUISING YACHT CLUB OF TASMANIA
CONSTITUTION REVISIONS – AS AGREED BY COMMITTEE ON 20 AUGUST
2019**

FOR APPROVAL AT THE AGM

- Clause 3.** The objects for which the Association is formed are to:
- (a) promote and encourage safe cruising in Tasmania and beyond
 - (b) organise cruising of boats and disseminate knowledge relating thereto
 - (c) encourage and support on water activities, boat building and maintenance, and impart knowledge related to boating activities
- Clause 7.**
- (a) Change the word “ORDINARY” to “FULL”
 - (b) Life Membership – Change sentence 2 to read: “The total number of Life Members in the Club at any one time is limited to ten”.

August 2019

Cruising Yacht Club of Tasmania Minutes of General Meeting held at RYCT on 6th August 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Sixty-three people attended the meeting, including guests Mark Smith, Jennifer Doyle, David Hart and Amy, daughter of Alan and Heather Gluyas. The Commodore welcomed three Life Members and also members Russell Wither and Mark Stephenson (*Crown Venture*) who had travelled from Devonport. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

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

Guest Speaker

The Commodore introduced the Guest Speaker, Rob Pennicott, who spoke about the evolution and growth of his business venture, which to date has provided tours for over 800,000 people.

The Rear Commodore thanked the guest speaker for his presentation.

At the conclusion of the presentation, there was a 15-minute break and the meeting resumed at 8.18 pm.

Minutes of General Meeting held on 2 July 2019

It was moved by David Bowker, seconded by Ian Barwick 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

The Commodore welcomed to the Club and presented a burgee to the following new members:

- John Brown (*Windward Star*). Christine Brown was an apology for the meeting.
- Mike and Sue Powell (*Yaarandoo II*)

Treasurer – Shona Taylor

The Treasurer advised that:

- The accounts were currently being audited.
- The Committee had agreed that the Club would change to a rolling renewal scheme for payment of subscriptions, which meant that members' subscriptions would fall due not on July 1, but on the anniversary of the date of joining. This decision had been taken because the new website facilitated this system and it would streamline the process and be less onerous for Committee members, especially the Membership Officer and the Webmaster. It would also

improve cashflow and be a fairer system for any new members who joined later in the financial year. The timeline for the changeover was to yet to be determined, but members would be advised.

- To date, 75% of members had paid their annual dues and a blast email would be sent to those who had not paid, as well as to those members who had registered for the Club's annual dinner but had not yet paid for that.

Vice Commodore – Greg Hitchens

The Vice Commodore reported that:

- A cruise to Rabbit Island was scheduled for 10-11 August, which would include a beach barbecue from 4.00 pm on Saturday at Hopetoun Beach, Dover at the holiday home of new members Tolly and Josephine Jaworsky. Members were asked to bring their own "everything". A dinghy cruise up the river was planned for Sunday morning. However, as the weather forecast was extremely unfavourable, those who had registered for the cruise would be advised on Friday 9 August if it needed to be cancelled.
- There were still berths at the RYCT available for the Club dinner on 7 September.
- He was working on the cruising calendar for the months September to December 2019, which would include a Norfolk Bay cruise, and he sought expressions of interest from any member who would be prepared to lead such a cruise.

Rear Commodore – David Bowker

The Rear Commodore advised that attendance at the Annual Dinner would be open to members of other clubs from 7 August. He asked attendees to organise tables of 10 and to advise him accordingly, although this was not essential. The RYCT would post a table plan at the door. The guest speaker was Jessica Watson, and Her Excellency the Governor would be in attendance and would thank the guest speaker. When details of protocol were provided by Government House, members would be informed of same. Dress for the dinner was jacket and tie.

Commodore – Richard Taylor

The Commodore raised the following matters:

- He encouraged members to nominate for a Committee position and blank nomination forms were available at the meeting, or by emailing the Secretary. Committee members could serve a maximum of three years consecutively.
- He reminded members that the CYCT was a non-political club and this should be kept in mind when members posted items on the website – in particular, in relation to the forum on fish farms. The main objective of the Club was to keep the waterways **safe**, but members should not include posts which could be interpreted as political statements.
- He tabled a letter from a former Vice Commodore of the Club, Alan Gifford, tendering his resignation from the Club due to his relocation to the East Coast of Tasmania. Alan, who had been a member since 1995 and who was responsible for the formation of Women on Boats, said that "It goes without saying that my membership of the Club has been deeply rewarding. To have had the opportunity to serve the Club in several capacities has been an honour and a great pleasure. Many very good friendships were made and endure. The growth and vitality of the Club is as remarkable as it is pleasing, and I wish the Club well into the future." The Commodore acknowledged the outstanding contribution Alan had made to the Club during his membership.

- The Kingborough Council has made a submission to MAST to replace the Barnes Bay jetty.
- The Commodore was exploring the possibility of securing for the Club a mooring barge/pontoon to take up to eight boats, to be located in Quarantine Bay. He advised that MAST had indicated it was in favour of this proposal and it was envisaged that such a barge would be 25 – 28 metres long, attached to a pylon, and no servicing would be required. The Commodore advised that this proposal was currently in the concept stage, but he would pursue it and formulate a business plan.

Women on Boats – Tracey Taylor

Tracey Taylor and Janne Gorman were apologies for the meeting. A report by Janne is in the *Albatross*. Shona Taylor advised that Janne would address the Women on Boats meeting on 12 August on “Crossing Bass Strait without Losing Sleep”. Her presentation would focus on planning, risk management, anchorages, misadventures and learnings.

Editor – Fiona Tuxen

The Editor’s report is in the *Albatross*. She thanked members for the wonderful and varied articles received for the August edition and encouraged members to continue to send in articles and photographs. She advised that the photography competition would be extended until December.

Membership Officer – Dave Mitchell

The Membership Officer’s report is in the *Albatross*. He advised that:

- Lanyards were now available for members’ name tags.
- The skipper of the classic boat *Varg* at Cygnet sought expressions of interest from members who would like to be part of its crew.

General Business

- The RYCT invited CYCT members to attend “An Evening with Lisa Blair” on 23 August, at a cost of \$20 per head. Lisa has circumnavigated Australia and Antarctica. Members were also invited to attend one of the masterclasses she was conducting on 24 and 25 August.
- Members were advised that the DSS would run several training courses including radio and survival at sea. Any CYCT members interested should contact the DSS.
- The Commodore reminded members that the AGM would be held on 3 September at 7.30 pm, to be followed by the September General Meeting. A light supper would be served between the two meetings.

Next Meeting

The next General Meeting will be held on Tuesday 3 September 2019 at the Royal Yacht Club of Tasmania after the Annual General Meeting.

Close

Editorial



Once again, I would like to thank all contributors to this month's edition of the Albatross, which is the last for the Year 2018/2019, I do hope you are all as helpful next year.

I can confirm the Photo Competition will continue to November with Prize giving to take place at the December Christmas General Meeting, so please continue sending in your photos.

Liz Garnham's Comments in relation to the cover photo.

I personally am very proud of this photo as: -

- I'm terrified of height's, but I DID go up to rescue the halyard for the mainsail
- We were on the go and so I did swing from side to side at times on the way up and down
- I told Lew to stop easing me down as I wanted a photo of whatever was below me. I couldn't look down to appreciate (...or not) the view due to being petrified
- Last of all, the one and only photo I took turned out to be beaut.

Below is a short piece about Jeanne Socrates who will be familiar to many of our members.

You may remember when, several years ago, Jeanne Socrates spoke to the members of the CYCT about her solo circumnavigations aboard her yacht SV NEREIDA, a Najad 380, built in Sweden. Well, she is at it again. You can see from her ship track at:

<http://shiptrak.org/?callsign=kc2iov&filter=365>

that she is approaching British Columbia, from where she departed on 3 October 2018.

Having sailed south of Tasmania in May, 2019, and despite a knock down off the south of New Zealand, Jeanne is on track to be the oldest person to sail non-stop, unassisted and single handed around the world. In 2013 Jeanne Socrates achieved the Guinness World Record as the oldest woman to sail solo, non-stop and single-handed around the world.

You can read Jeanne's blog at: Svnereida.com.

Congratulations, Jeanne, and thank you for sharing your sailing experiences with us.

Dorothy Darden, SV ADAGIO

Commodore's Report



This is my last monthly report for this year as the AGM is approaching and elections are upon us with all positions declared vacant as per the constitution. I must take this opportunity to thank the current committee for their hard work and sharing the vision, I am sure that you will agree with me that it has been worth it.

I urge you all to attend our AGM and help the club grow, consider seriously taking on a position on the management team of our CYCT. Nominations will be accepted for all positions on the night of our AGM. Remember many hands make light work.

Nomination forms have been printed in the Albatross magazine for your convenience, position descriptions have also been included, what more can we do!

One of the problems with clubs that are progressing well and taking on new ideas (like we are) is that members are more likely to sit back and let things happen because they take on the view "if it's not broken don't fix it". Remember as we grow the management team stays the same size and we need fresh ideas and new enthusiasm. We are all in the club for the same reasons and share the same passion, no one is paid for work we do, in fact I am sure most of us are out of pocket for lots of incidentals along the way. Our Women on Boats forum had a strong year and all sessions were well attended, thanks to the team who keep this group strong and focused. Our Albatross magazine continues to be a "best seller" and is a credit to all eager contributors, I know our interstate members really look forward to its arrival, in some cases it is really the only link to those members who most of us rarely meet.

This year has been one of change, with the 1. Move to new premises, 2. Increase in membership fees, 3. Unprecedented membership growth, 4. Planting the seed at the Quarantine Station, 5. High calibre guest speakers, 6. members surveys, 7. Popular cruises, 8. Exciting future plans.

Now that we are re-established and some of the difficult decisions have been made I am sure that a lot of the hard work is behind us and we can now plan to do what we really joined the club for, to enjoy our cruising and being with people on and off the water and who share the same values. Although by the time you read this it may be too late to register for the annual dinner, it is certainly shaping up to be a memorable event, with our guest speaker in high demand and the presence of Her Excellency the Governor of Tasmania, it will be a night to remember. I look forward to the AGM and the new blood that will come forward to take our club to the next horizons.

Thanks, so much for your support during some testing times during the year, I am sure you will agree with me in saying that the club is in a strong position and well positioned for the future.

Richard Taylor
Commodore

Vice Commodore's Report



Unfortunately, the last "real" cruise for the year had to be cancelled due to atrocious weather. This was really disappointing I and many others were really looking forward to it. The last boating activity for this club year will be the Annual Dinner where we will have a few boats choosing to berth at the Royal for the night.

I won't be nominating to stand for VC again this year due to the pressure of other commitments. I would like to take this opportunity to thank those club members that took on the coordination activity for Cruises during the year (Richard and Shona Taylor, De Deegan, Bev Hitchens, Heather and Alan Gluyas, Phil Bragg and Barbara Weetman and Val Nicholls) and those that hosted or offered to host events (Dinah Jones and Alan Braddock, and Josephine and Tolly Jaworski). Without club members like these our cruising calendar would be much poorer.

The experience of being Vice Commodore was a good one, it helped me to get to know many more members of the club and, I did really enjoy putting cruises together and sharing them with fellow members. I would encourage all club members to consider either taking on a role in the club or putting up your hand to help with cruises in this coming year.

Happy and safe cruising

Greg

	Jun	June	July	August	September
Mon			1		
Tues			General Mtg 2		
Wed	1		3		
Thurs	2		4	1	
Fri	3		5	2	
SATURDAY	4	1	6	3	
SUNDAY	5	2	7	4	1
Mon	6	3	8	5	2
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
SATURDAY	11	Kermandie / 8	Surprise 13	Rabbit Island 10	Annual 7
SUNDAY	12	Franklin 9	Cruise 14	11	Dinner 8
Mon	13	Cruise 10	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
SATURDAY	18	15	20	17	14
SUNDAY	19	16	21	18	15
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
SATURDAY	25	Dark 22	27	24	21
SUNDAY	26	Mofo 23	28	25	22
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
SATURDAY		29		31	28
SUNDAY		30			29
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:	BBQ Hopetoun Beach Dinghy trip up the Esperance river		

Rear Commodore's Report



The Annual dinner looks like being a splendid affair and there are not many seats left. If you are leaving it to the last minute to book - now is the last minute so head to the website. I have taken off overseas for 2 months, so the seating arrangements have been handed over to the Commodore's capable hands. Unfortunately, my trip does not involve much sailing but I shall certainly be thinking of you on the 7th September.

We will have Andrew Denman speaking at the October general meeting on the use of modern technology in the restoration and maintenance of classic boats so please come along.

David Bowker
Rear Commodore

Membership Officer's Report



Membership officer's report

Well this is my final report for the 2018-2019 year prior to the AGM in September and as such I figured it might be of a little interest to reflect back over the past year and a bit looking at membership levels, growth and loss etc based on what information I can glean from the club's database, the Albatross and even simply my observations.

According to the website, we currently have an active membership level of 339 members, with two pending and 27 expired memberships. Moreover to this, I note importantly that we have had 65 new members join the CYCT over this timeframe, the majority being couples, a few with younger children but for the most part retired and/or working couples.

On the downside, based on information I have to hand we have had approximately 16 members resign for a variety of reasons, including having sold their boat, moved away from Tasmania, not having sufficient time to sail/or participate in club activities and/or due to changed circumstances. All of which is completely understandable, but regrettable.

Without comparable data and simply based on this last year's information, there seems to have been two periods of higher growth in membership, that is between July and September and again between January and March. I am not sure if this is remotely significant or not but possibly it relates to one (a) people keen on getting involved in sailing/boating prior to the start of sailing season and (b) at the summer peak of the season.

So what does this mean regarding the club's ongoing growth and success. Well, in truth it is perhaps a little difficult to say as I am not aware of such data for previous years, but on face value, it seems to me that overall it augers pretty well for the ongoing viability of the club.

In terms of just how many new members are actively participating in club activities be they on the water or land, again without any data to base observations on it is difficult to be certain. The one thing I can say simply based on my simple observations from my own attendance at club activities, eg meetings, and on water activities etc, let alone from reports in the Albatross, I am confident that a proportion of the new members who have joined over the past year are actively contributing to, participating in and enjoying the many benefits of belonging to the club, and that is a good thing. I certainly would like to encourage all such members and especially the newer members to continue to do so, for this is what keeps our club a vibrant and meaningful organization to belong to.

For the purposes of continuity and because I now have a pretty reasonable handle on membership management issues, I have agreed to nominate for the position of Membership Officer for the upcoming 2019-2020 year, but if anyone else is interested in wishing to stand for this position or any other on the committee by all means put your hand up and fill in the required nomination form and submit it to the current Secretary ASAP.

As I won't be at the AGM, I will catchup with members at the October meeting.

David

Mitchell

WELCOME TO NEW MEMBERS

Thulani

Mark Sweet and Jennifer Doyle

Bradypus

David Hart

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.

Dinghy Mania 111 - Rob Buchanan

The story so far:

I - introduction, OK and Finn Nationals (Black Rock, Melbourne), OK World Championship (Wakatere, NZ).

II - to Europe, OK Mediterranean Championship (Bandol, south of France), Danish Finn Nationals and Finn Masters World Championship (Skovshoved, Denmark).

This edition - OK European Championship (Kiel, Germany), French Finn Nationals (Canet-en-Roussillon, south of France), 2.4m match race regatta (Prague, Czech Republic).

Read on -

At the end of the last instalment I was heading south from two Finn regattas in Denmark, to Potsdam. Potsdam was warmer than Denmark. Better for resting sore muscles. Potsdam is also a charming place and it was interesting to watch my Kiwi sailmaker mate Greg at his trade for a few days.

We unloaded our Finns and I put my OK on the trailer instead, ready to make the trip to Kiel, about 400 kms back towards Denmark, leaving the Finn to have some small repairs made. One small repair needed was the result of a fellow competitor in the Masters wiping himself onto the windward mark and, having thus infringed against one rule, trying to sail off the mark by tacking onto port tack, inevitably infringing against multiple boats approaching on starboard tack, the first of which at that particular moment was me. Worse, he sailed straight into me, cracking the port gunwale and giving me no chance to avoid him or even alter course without infringing boats outside me. I had no time to see who else he inconvenienced, whether he bothered to exonerate himself from either of those two incidents by doing some penalty turns (so far he was up to 3, i.e. 1080 degrees) or even who it was (a Brit I think), such was the mid-fleet congestion and pressure at the first top mark in such a big fleet (120 boats at each start, as I described in the last article).

However, that as they say, is yacht racing and one needs to be philosophical. Damage of this kind can often be patched with duct tape during a regatta, but it is as well to attend to it later as it is otherwise frequently the cause of a leaky boat, especially in case of a capsize. Luckily, there is a good man for this sort of work in Potsdam and he had time to deal with everything while we went to Kiel.

Kiel Week is an iconic event for European sailing. It has been going for 138 years and is the largest sailing event in the world, this year attracting around 4,000 sailors from 50 countries. It is a big, big event and is run with German precision. This year the OK Dinghy European Championship was scheduled to be run as part of Kiel Week. There were 91 starters. That meant another long starting line. Again, it was a high-quality fleet with plenty of former European and World Champions. Unusually for Kiel Week, the weather was fine and sunny, but local knowledge has it that the wind is light if it is sunny. And so, it came to pass on day 1. Pleasant enough on the water, despite the long sail to and from our racecourse, but frustrating sailing in indifferent pressure with large shifts. No such problem however on days 2 and 3. More breeze, 12-15 knots, lovely open water sailing but hard work doing 3 races back to back with a long sail to and from the course area. But the sun stayed out. Lighter again on the final day.

I am not a universal fan of race committees and sailing officials. I sometimes have the impression that they forget that the main reason they are there at all is to provide a service to sailors and are more interested in the exercise of their own authority. However, the race committee on our course did a first-class job and our 10 races started efficiently, despite some general recalls, some

black flag starts and some disqualifications. The starting lines were fair, and the courses well set up. When good sailing conditions are added that makes for a very enjoyable time.

The regatta was won by Fredrik Loof, who I first met while he was campaigning a Finn leading up to the Sydney Olympics where he won a bronze medal. Later he won the gold medal in the Star class at the London Olympics. He had sailed an OK when he was 18 years old, and when his Olympic sailing career was over, he came back last year to sailing the OK simply for pleasure. Thomas Hansson-Mild (from the Bandol training days) was third and my friend Greg Wilcox was eighth.

So, that was Kieler Woche. I was down the order in this regatta, which was not very surprising owing to the quality and depth of the fleet. Being there and competing in such good company is its own reward in many ways, but it was also nice to win the Grand Masters prize.

I thoroughly enjoyed the regatta, even though I am starting to find the bigger events less fun overall than the small ones. One of the most enjoyable small regattas I sailed last year was the Czech Republic Finn Championship on a small highland lake. Even in August (late summer) it was seriously cold in the fog and light wind, but the hospitality was amazing. Joëlle and I were very impressed, and I would do the regatta again this year except that it is later than last year and clashes with the Swiss Finn Nationals which is on my wish list for this year.

From Kiel I had to drive down to Potsdam and pick up the Finn and take both my boats back to France. That is about 2,000 kms. Then a few days rest and down to Canet-en-Roussillon, near Perpignan, for the French Finn Nationals. This is only about 200kms from our place in France. The general weather contrast between Canet-en-Roussillon (which is on the Mediterranean, not far from the Spanish border) and Denmark or the north of Germany could not be greater. But it was hotter than normal. Even as I drove home from Potsdam, I passed through about 900 kms in France where many digital road signs announced a heat wave and advised motorists to stay hydrated. This was the week that France had record high temperatures.

It was still very hot when I arrived at Canet, and almost windless. One race the first day, very light. A smaller fleet, 33 Finns, but some wonderful sailors both young and not so young and everyone was keen. The water was warm! The atmosphere was as well. I have friends in both the French Finn and OK fleets, and this was a chance to catch up with some of them. I am also fortunate to speak French well enough to converse freely with the locals which is an advantage, although English is spoken nowadays by many people all over Europe and going to regattas in Europe presents few problems of communication for English speakers.

The second day brought light to (almost) moderate wind and a day of good fortune on the racecourse. That happens rarely enough to remember. Pretty good starts, good speed, some lucky choices saw three top ten places, including a third. More wind forecast for the following day. One of the competitors at the regatta was Gerardo Seeliger from Spain who is my age and has sailed competitively in just about all the main international classes. He was also at Skovshoved at the Finn World Masters. Gerardo has been a member of the IOC (International Olympic Committee) and is now aiming to be President of World Sailing. We share a common concern (distaste would not be too strong a word) for the recent miserable decisions of World Sailing which, if implemented, will see the exclusion of the Finn (the most physical boat in the history of Olympic sailing) from the Olympic Games after 2020. Gerardo is a fervent believer that decisions about the conduct of international sailing events should begin in the boat park, based on the views of active sailors. He has more tolerance for the political manoeuvring than I do but I salute him and wish him well. He would approve of the current initiatives at the CYCT!

We sailors (all of us) are very fortunate to share a pastime (perhaps a passion) which engages the natural world of water and wind and in which we may participate from childhood or adolescence until old age. I still marvel when I see a yacht carving through the waves to windward and remind

myself that it is going against the wind. Somehow, to me that seems more amazing than flight. I had the same feeling during the only race on the third day of the French Finn Nationals. The forecast wind had not arrived in either strength or direction when the race committee decided to attempt a start, an effort which proved futile and brought groans of protest as the wind fell further and turned away from the forecast direction making it impossible to cross the starting line on starboard tack. After a delay they tried again and off we went in an insufficient breeze which was not likely to stay where it was. We struggled halfway round the course until the wind shifted 30 degrees and built rapidly on the second beat. As I used all my available sail controls (inhaul tacked to the mast, outhaul tight, traveller down, maximum cunningham) to get the power out of the rig and quickly set up the sail for 20 + knots I had the same feeling of wonder that I was accelerating against the wind. How lucky we are to be part of it.

A short while later there was apparently too much wind in the opinion of the race committee which then cancelled further racing for the day. One unkind soul said the real reason was that the chairman of the on-water jury was seasick. In any event, according to the published schedule that left us with one fleet race to sail on the last day after which there would be a medal race for the top ten. At this stage I was in the top ten for the medal race (just), but I did not expect my luck to last.

When there is a medal race the top ten from the fleet races (or sometimes 11 if there is a tie for 10th place) sail a short race carrying double points. I do not agree with it. I think it is a gimmick designed to attract the media, which was irrelevant in this regatta and, in any event, it can produce quite unfair results.

The medal race is often held close to shore, away from the regatta race area. In any regatta scoring system points are a penalty; double points are a double penalty. A bad placing in the medal race can seriously change a position which was earned by consistent sailing over a range of conditions during the regatta. In short, it can produce lottery type results, against the trend (amongst the top ten) set by the regatta itself. I have seen frankly unacceptable outcomes for which the sponsors' or officials' interest in media coverage (often illusory) is insufficient justification. So far as the competitors are concerned (which should be the primary point of interest) there is no reason at all to use a format which can distort the results to that point based on overall performance.

The original plan for the regatta was one fleet race on the final day followed immediately by the medal race for the top ten. Owing to their lack of technical support, this required the race committee to themselves calculate the final results on the water after the last fleet race and to make it easy for them the Sailing Instructions contained a provision (which I personally had never seen before) that the result of the race on the final day (or the last such race if there was more than one) could not be discarded. This meant that the last race results could simply be added on to the results from the previous day (which would already include a discard) to quickly see the top ten.

One immediate problem with this idea is that it can skew the results and is inconsistent with the objective of being able to drop the worst score, which might be the last one. [I have discounted the theoretical possibility that the provision in the Sailing Instructions was designed to maximise attendance at the prize giving by setting up a big disincentive to packing up early. That would be just too manipulative and cannot be seriously entertained. If it was the explanation it would do nothing to excuse the race committee interfering with the scoring system in that way.]

You will see in a minute why my interest in this odd arrangement (whatever its origins) became more acute.

On the evening of the third day the race schedule was amended to permit two races on the last day. Routine, we had lost a couple to that point.

On the final day, in more light winds (which I normally do not enjoy but here was getting quite good results) I had a reasonable result in the first race and was still somewhere in the top ten. Then I was BFD (black flagged) in the last race for being early at the start. Normally that score (34 - the total number of competitors plus 1) would be discarded and I would carry my next worst score of 18 points from Race 1 on the first day. In that case I would be 10th, and in the medal race. Under the system used in this regatta, for the convenience of the race committee, I carried the BFD score and discarded the 18th, which dropped me to 15th place. In fact, the system saved them no time since there was a long delay before they calculated the top ten because there were two races on the final day and a full calculation from total scores, including discards, was required. The whole exercise just contributed to my cynicism about the medal race scenario.

In fact, I was quite happy not to be part of the medal race and quite unfussed about my overall position. I had a good regatta, had sailed above my normal level and still placed well enough to win a prize for first "legend". Gerardo Seeliger was third and Francois Richard, a famous French yachting photographer, was second.

In terms of weather and heat this regatta was the opposite of Scandinavia, and northern Germany, and it was very important to keep up good fluid intake. I came away undecided finally if I preferred the heat (which is hard to avoid) or the cold (which you can dress for). But I greatly enjoyed the regatta and catching up with old friends. Next stop was Prague, for something completely different.

When I went to the Czech Republic in May to pick up my double trailer I was asked if I would like to come back in July to take part in a match race regatta in 2.4mR mini keelboats. The 2.4 refers originally to a metre rating, rather than a length - think of Gretel, Dame Pattie, Varg. The 2.4m is in fact about 4.2 metres in length (in between an OK and a Finn) and in concept is fundamentally a scaled down version of a 6-metre keelboat. It is used as a single hander by Para Olympic sailors although it is sailed in non handicapped regattas as well. There was a mixed event at Kiel Week this year. The invitation was to be part of a mixed group. I had never sailed (or even been close to) a 2.4. It sounded like fun, so I said yes, and in mid-July after a couple of days' rest, headed 1500 kms to Prague.

The Yacht Club CERE is on a river at Prague. The river is not very wide. The sailing area is more like a small lake (or large pond). The club has four 2.4s in only average condition. Three of these were our tools in the match race event. Almost all of this was new to me. I had never sailed a 2.4 (steering with your feet or a centre joystick), had never match raced and had never raced on such a small area of water. I had a quick practice in very light wind when I arrived but when the regatta started the next day it was windless. And so, it remained until midday on the second day. Then we started a round robin of very short races, preceded by quite aggressive pre-start manoeuvring. I got spanked! No prizes from this trip to Prague. But what was truly inspiring were the disabled sailors who managed their individual handicaps with great dignity. There were two who had been rendered paraplegic by accidents in the last few years. One had fallen while rock climbing. His life had obviously been shattered but he bore his new circumstances with a calm and patient smile and eyes that shone with life. It was a very humbling experience. I hope they invite me back next year.

At the end of July, I head to the next regatta in Sweden. It is a combined Swedish Nationals for both the Finn and the OK at Marstrand. Because the OK World Championship is at the same venue next year in August, and I am hoping to be there, I think I will sail the OK.

I still have a few events to attend before we leave for Australia in mid-October, but August is fairly quiet. I am not sure whether there will be enough material for an article next month -

perhaps not. If not, I will try to give a final report in the October edition of Albatross for those who might be interested.

Best wishes to all
Bob Buchanan



There is plenty of Driving involved – a double trailer is handy to take both the OK and the Finn

Relaxing between races at the Finn World Masters at Skovshoved. I promised Joelle I would always wear a helmet, so I do – ven when taking it easy.



In the OK at Keiler Woche – the OK Europeans.



At the French Finn Nationals with Finn "Legend", Gerado Seeliger, who is aiming to the next president of World Sailing.



be

Prize giving at the French Finn Championships.



2.4s at Yacht Club CERE



Not me – and nothing like the tired boats we sailed in Prague – but it was great fun!

CYCT Photo Competition



Yachts at Anchor Kermandie, Huon River, Kerry Johnstone

CYCT Photo Competition



Juliene Huon River, Kerry Johnstone

Women on Boats August Report – Bronwen Prazak “Crossing Bass Strait”

We enjoyed a good turnout for Janne Gorman's informative presentation about crossing Bass Strait.

Janne presented a detailed sequence of issues that she and her husband Bill had carefully considered before their planned sail from Geelong to Hobart in February this year.

Safety:

- AMSA website getting updates
- Download all charts pre-departure
- Navionics updates
- Additional handheld GPS
- Checked Flares
- Additional white flare
- Personal Epirbs attached to life jacket
- Inflatable put onto roof for sea travel (to avoid getting “pooped”)
- Hydro static release life jackets
- Practised MoB procedures * was very beneficial, including showing how difficult this would be to do in wild conditions
- New Sarka Excel all-purpose anchor, was fantastic (used by all coastguard and marine police)
- Had 3 anchors
- Paper charts
- Installed new communications SAT phone and 4G aerial on the backstay (very worthwhile, gave coverage almost everywhere)
- Australian hydrographic charts - took the bigger picture charts

Route:

- Geelong to Sorrento, followed the coast
- Refuge Cove (Wilson's Prom) to Deal Island (Kent Group)
- West Coast of Flinders Island - Roydon Isl., Port Davies, Trousers Point, Clarke Isl. (Spike Cove)
- Across Banks Strait
- East Coast to Hobart
- Every leg was a day sail
- Mostly at anchor by 4p
- Many beautiful spots

Tricky Points

1. The RIP
- Tidal flow up to 9 knots, need to cross at the right time

- Port Phillip sea pilots recommend crossing at slack water (3 hours before or after high water mark)
- The BOM publishes slack water times at BoM.gov.au >marine & ocean>tide predictions>The RIP
- Course to follow “four fingers west:” (when the 4 towers appear to be evenly spaced)

2. Murray Pass Kent Group

- Between Dover Island and Deal Island
- If wind against tide than get standing waves (they had to wait a couple of days at Deal Island)

3. Banks Strait

- Floods to west, ebbs to east
- Watch for wind over tide
- Navionics blue arrow shows tidal flow and direction
- Either wait at Edystone Point or Spike Cove (aply named - the boat filled with mosquitoes)

4. St Helens

- Barway gets very shallow at Pelican Point
- Went through with very helpful coast guard
- No charge but ask for donation
- Contacted on channel 16
- Took 45 minutes to get into St Helens

Weather

- Used MetEye for weather forecasting
- Sometimes difficult to get reception (e.g. go to Telstra seat on Deal Island)
- Port Phillip Bay weather app live winds
- windy.com very good weather app (didn't know about this but would definitely use this)

Top Anchorages

1. Sheer beauty and great walks
 - Refuge Cove
 - Deal Island - stunning
 - Trousers Point, Flinders Island - cliff top walks
2. Riding out stormy weather for more than a day
 - West Cove (Erith Island) in W or NW
 - Port Davies (Flinders Island) in a SE
 - Port Arthur

Provisioning

- Baking bread
- Uses pizza stone on bottom of oven as it bakes too hot for everything
- The Boat Galley - boat provisioning excel spreadsheet of all ingredients might need
- Gas cylinders x 2 lasted

Guides

- Cruising Victoria (Victoria, Port Phillip Bay, Nthn Tas)
- North East Tasmania
- Tas Anchorage Guide
- Cruising Southern Tasmania
- Jack and Jude - detailed blog, very useful info for all around Australia
- RBYC.pdf Getting through the RIP Nick McGuigan

Janne gave us a great presentation about their one-month trip, and all the planning they did to ensure it would be leisurely and relaxed. Thank you Janne for a very enjoyable talk, and for engaging us all in sharing and thinking about how we might do this or how others have done this. A group of us went onto All Thai for more lively chattering about our adventures on and off the water.

Bronwen Prazak

Winter Technical Forums

Our 2019 Winter Technical Forums kicked off with a brilliant presentation by Andrew Boon on using Open CPN. This was an update of the presentation given by Andrew last year. Andrew never stops working and showed a fascinated audience what was new in the latest version of Open CPN, and how to use it with the latest Australian charts. Andrew encourages members to use these charts as they are based on the official charts from the hydrographic office, and they are updated every fortnight. They are now affordable and Open CPN provides a (free) reliable platform on which they can be used.

Many of us have used, and continue to use, Navionics as our main or only navigation tool. We need to make sure that we confirm relative location with lumps in the earth by use of eyeball, depth sounder and radar. We are fortunate that most of the waters around the East Coast of Australia are deep and we only need to keep Australia to the left when we want to navigate our way up the East coast. There are plenty of horror stories from other parts of the Pacific where boats have been cruising at a reasonable clip, often at night, and have "discovered" a reef where no reef existed, according to their Navionics or other electronic chart.

I commend Andrew on his ongoing work and his excellent presentation.

The June forum, on Tuesday 25th June, will be presented by webmaster Tony Peach, and will teach us how to make the most of our new website. I'm not sure whether it has something to do with my age, but it takes a bit of getting used to, and finding your way around the site. There are sections we can all use and knowing how to use the website will enable us to get more from our membership. I hope to see many of you there.

The remaining forums will be as follows:

Thursday 25rd July Selecting and using different types of rope. Presented by Ben King.

Ben, from Almass, has given this presentation at the Sydney Boat Show and has now redesigned it to suit the Tasmanian cruising fraternity.

His talk will include rope selection, when to and not to splice and using dyneema standing rigging.

Thursday 29th August What to do with rope. Presented by Lew Garnham.

Lew will show us how to tie a variety of knots, some common and some less so. He will show us how to connect a rope to a cleat or other attachment points and explain what knots to use or avoid with different types of ropes.

Thursday 26th September Selecting and looking after your boat batteries.

This presentation will be given by Kayne from Island batteries. Island Batteries is one of our preferred suppliers and they really look after CYCT members. Kayne will be supported by technical experts from his organization.

Many members have said that the main thing they want from their membership is to gain technical knowledge, so come along to these winter forums and brush up on your knowledge before your summer trips.

How Many Locations can a single Mark have? - Andrew Boon

As many members know, I spend a bit of time looking at our charts, mainly of the digital variety, and wondering why certain items are or are not displayed. I also take a passing interest in noting whether the positions of those that are displayed correspond with what I am seeing on the water. So it shouldn't come as much of a surprise to hear that, when passing a cardinal mark off Gould Pt at the entrance to Farm Cove in Macquarie Harbour, I took a couple of transits and found that the charted position of the mark was some distance from the intersection of my transits.

Taking a transit in OpenCPN is straightforward. Position your boat so that the mark is approximately midway between, and in line with, you and a distant location or item (e.g. a point or another mark). When you press Ctrl/'O', a waypoint is created at the current position of your (O)wn vessel. Then, using the 'Create Route' tool (Ctrl/'R'), you can draw a straight line from the new waypoint to the distant location or object that formed the transit with the mark. Ideally the three points on the chart (waypoint, mark and distant location/object) should lie on the line. But in this case, there was some distance between the line, from the waypoint to the distant location, and the mark. There will always be errors: GPS locations are typically sent every second to the chart plotter, so depending on your boat speed you could be out by the distance travelled in a second. This is 3 metres at 6 knots. GPS locations also have inherent errors and could be 40 or 50 metres worst case, so it's worth repeating the transit if things don't line up. Also, the actual location of a distant point as seen will depend on the state of the tide.

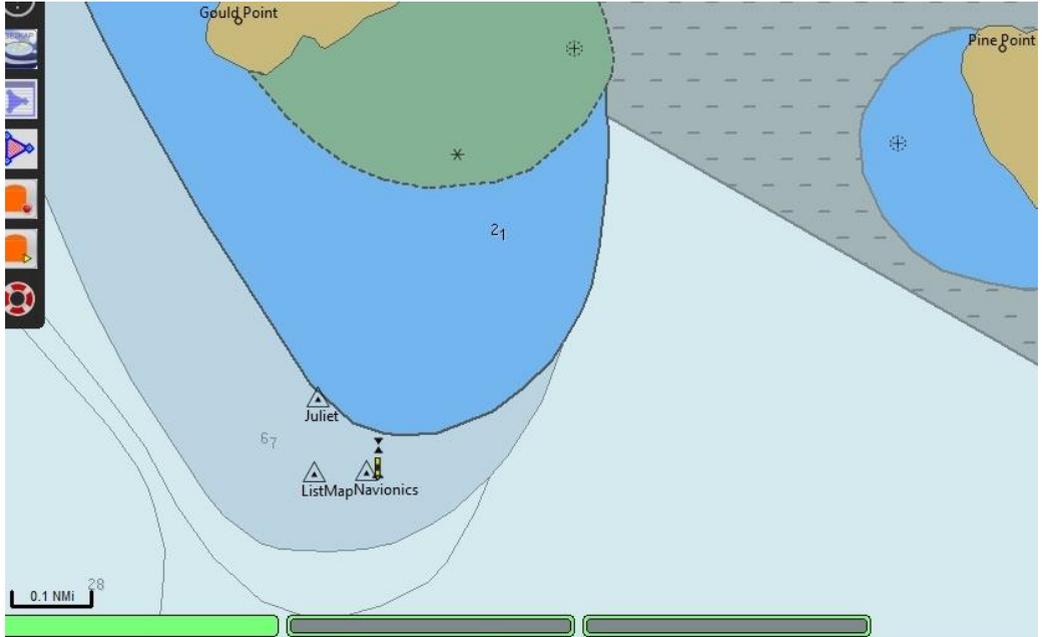
Having taken several transits and repeated them, then positioning *Juliet* about 10 metres west of the west cardinal mark and noting the GPS position, I was confident that the mark was not at the charted position. The distance between the charted position and my estimate of the actual position was 0.12 M, or about 220 m, more than could be accounted for by GPS errors and measuring technique. So, I noted all the positions and continued to explore, waiting for a winter's night when I could look into this in comfort.

State navigation aids are shown on the ListMap, in the Layer *Structures/MAST Navigation Aids*, at: <https://maps.thelist.tas.gov.au/listmap/app/list/map>. Zoom in and find 'Gould Point Farm Cove', position the point of the cursor over the star and read the position of the cursor in the bottom left of the screen. It's easier if you change from UTM to Lat/Lon (click on the green donut in the bottom left corner and select 'GDA 94 Lat, Lon – Degrees, Minutes, Seconds').

I also found the mark on my Navionics App. In the image below I have plotted my estimated position, the ListMap position and the Navionics position for comparison. The ListMap position is 150 m from the charted position. Navionics is about 30 m from the (AusENC) charted position. Why the differences? Why do AusENC, ListMap and Navionics not all agree?

Macquarie Harbour in this area is in Zone of Confidence (ZOC) 'C' (three stars), which means position accuracy will be within 500 m for 95% of points – so the mark is within that range. However, given that the mark is fixed, visible and maintained, I am surprised that it cannot be located to much better than 220 m away. This is the discussion that we had at the end of the recent Winter Forum: just because a mark (or a rock) is shown on a digital chart does not mean its location is 'accurate' – you must be aware of the different Zone of Confidence Categories and their meaning. To see which ZOC you are in, press 'U' in OpenCPN. To see a summary of the ZOCs, download my presentation from the CYCT website under *Member Menu/Documents/Cruising/Charts* (<https://www.cyct.org.au/docs.ashx?id=507964>).

Practice taking transits when you are under way. As you pass a fish farm, when two corner marks are in transit, press Ctrl/'O' and see how close to a straight line your waypoint and the two marks (usually at the corners of the lease area shown on the chart) are. They are generally pretty close, in my experience.



Andrew Boon

Malms Neighbour – Tony Peach

Many members have heard the rumours relating to *Westwind's* "discovery" of an uncharted rock in Armstrong Passage. The event (not a collision, because to collide both bodies have motion relative to the earth's surface) was an "impact" which may be used to imply contact between two things, at least one of which is impelled toward the other. Irrespective, on January 24th. 2019 at 12:34 (No I did not record the position of the sweep hand on my wristwatch) we hit **the** rock.

You can see the track (ant trail) in the chart plotter screenshot (Fig 1). The southernmost trail was created during the passage from east to west. The event occurred on the return trip several

days later travelling west to east. We were cognizant of a known hazard, Malms Rock, which can be seen to the NNE of our waypoint numbered 0307.



Figure 1-Screen shot of *Westwind's* chart plotter

We were travelling at our normal cruise engine speed of 1650 RPM, which results in a 7.2 knot velocity when there is no set or drift. However, the tide in the 'Passage' was flooding against our direction of travel and consequently SOG (Speed Over Ground) was about 5.4 knots. At the time, *Lemaris* and *Entourage* were keeping us company. They were respectively about fifty (50) metres to

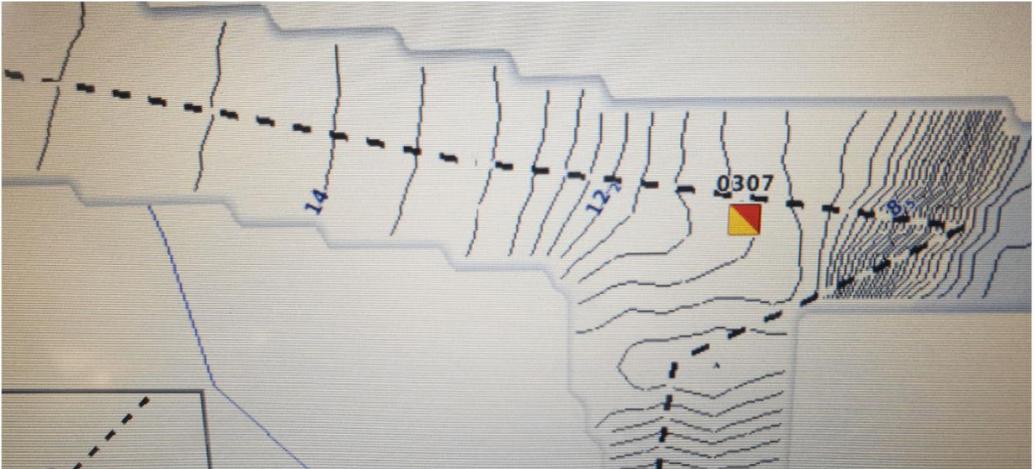


Figure 2 Zoom in on figure 1

the south and one hundred (100) metres behind. When travelling in “shallower” waters (to 10 metres), I have a habit of activating my bathymetric recorder. If you view figure 2, the readings that were being recorded are displayed transverse to the track. After the event I scrutinised the contour lines and counted the graduations. The extrapolated information yields a figure of 1.2 metres below the transducer. The actual location of the transducer that generates this data is mounted about 2 metres forward of the transom. That is about 11 metres astern from the point of impact. After the shock of impact and one crew member removing his head from the refrigerator with now broken bottles, I pushed my chart plotter’s MOB (Man Overboard) button. That is the 0307 waypoint that is marked with a diagonal red/yellow (when in colour) square. You will note that it is about 20 metres from the event zone.

After reconstructing the scene of the crime, we were about one hundred and ninety metres to the south of Malms rock and about ninety metres north of our earlier westbound track.

For those interested, Armstrong Passage separates Clarke Island from Cape Barren Island which is to the north. At the east end of the channel is Passage Island, and near the western location are Preservation and Rum Islands. I have visited this area over a dozen times. During one early visit (2008), I discovered a rock in Kangaroo Bay located at **40° 29.87’ S, 148° 12.55’ E** Fortunately I

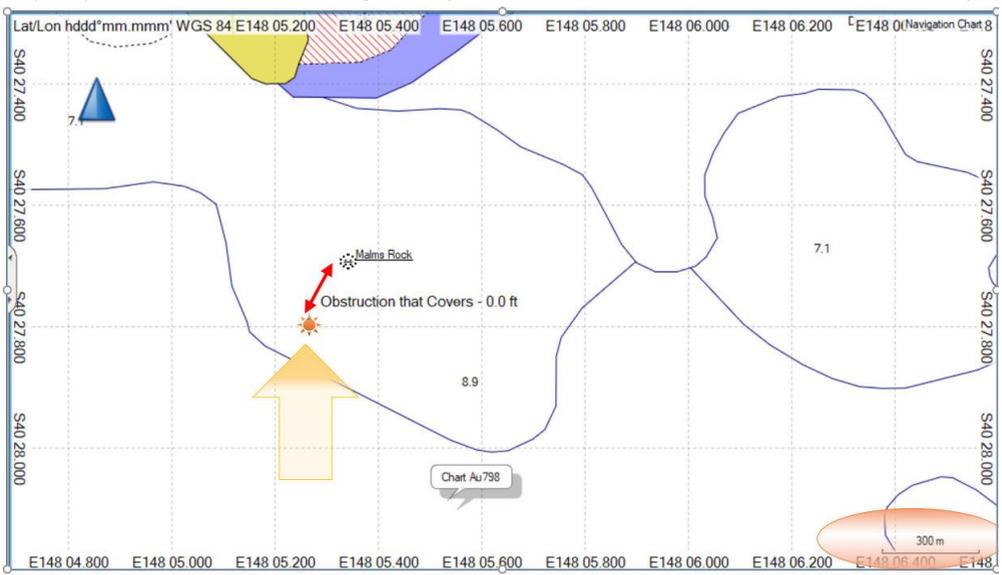


Figure 3 Malms Rock and the “NEW DISCOVERY”

was in my dinghy. This rock is just awash at low tide. Our latest discovery at **40° 27.78’ S, 148° 5.277’**, was about 1.2 metres below the surface with the tide at 50-60%, and flooding. (Tide Big River Cove - Jan 24th. 0220 **2.76m**; 0844 **0.70m**; 1426 **2.77m**; 2115 **0.14m**). It is very difficult to determine the tide times in this area due to the restricted channels, and extensive shoal areas that constrict free flow of water.

Gordon Armstrong has reported most of the cruise information in the July 2019 issue of the Albatross. All I can offer in addition, is that once we had checked for water ingress, bilge pump cycle times and whether we should attempt to cross Banks Strait given the conditions, I sent two

emails. One to MAST, and another to Navionics (Electronic chart supplier) advising both of the position of our new uncharted obstruction.

I will always know this “brick” as *Westwind’s* rock but currently we are suffering the ignominy of it being known at “**OMT**”= Zero Metres = **0 Mt**. You will note that Navionics was quite efficient in updating the data after our reporting the location. I consider the time required to react between January 24, accident day, to February 2nd, a duration of only nine days, pretty darn good within a large organisation!

Tony Peach

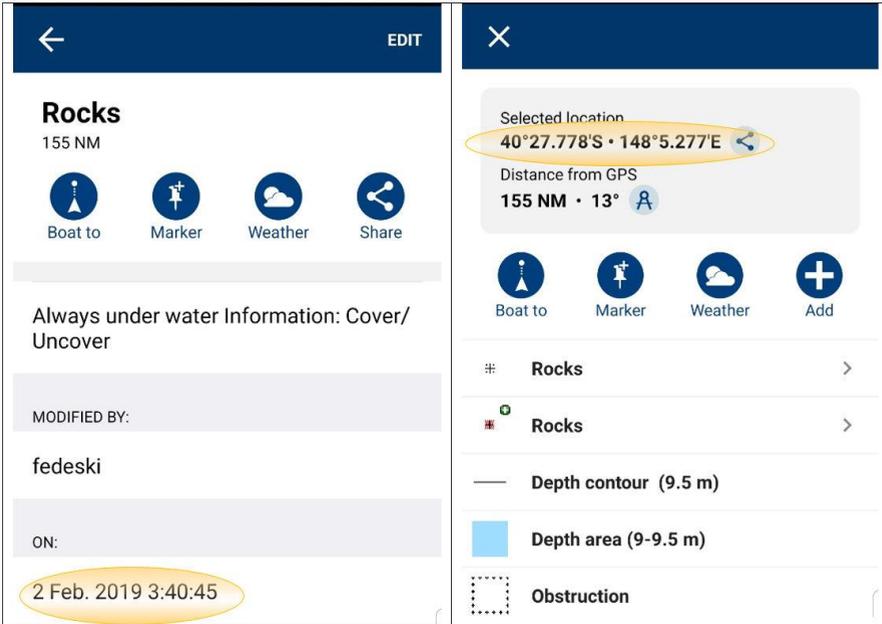


Figure 4 A couple of data screens from Navionics

Members Buy and Sell

FOR SALE!



Sarca Excel no 5 recommended for vessels from 12-15 metres, with a boat weight 7 to 15 tons. It was never installed on my yacht, which I recently sold. I paid \$759.00 for it, and would like \$550.00

Colin Crowder Email: crowder_cf_1025@boigpond.com mob.no. 0436479995

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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.



7th, 8th & 9th February 2020

The Kettering Yacht Club and the Wooden Boat Guild of Tasmania
invite you to join in
The Sixth Rally of Wooden Boats on the D'Entrecasteaux Channel.

Sailing vessels, motor boats, dinghies and canoes are all welcome to join the fun

Noting that all participating vessels must have wood as their principal construction material.

On Water Program

Friday 7th February

Twilight race for early arrivals

Saturday 8th February

Sailing, Rowing and paddling - dinghies and canoes

Afternoon sailing event for yachts

Derwent Class World Championship heats

Parade of motoring boats

Sunday 9th February

Afternoon Sailing event for yachts

Derwent Class World Championship heats

Parade of motoring boats

Other class events subject to entries

Social Program

Friday: BBQ at the KYC Clubhouse after the race

Saturday: Dinner at KYC commencing 6.30pm

Sunday: Dinner & trophy presentations at KYC - commence 7pm

For further information see either www.woodenboatguildtas.org.au or www.ketteringyachtclub.org.au
or contact Gordon McGill 0438 359 470 or John Parker 0419 522 753

Detailed program and entry forms will be available soon - see the websites for updates.

ENJOY BEING ABOARD A WEEKEND OF WOODEN BOATS

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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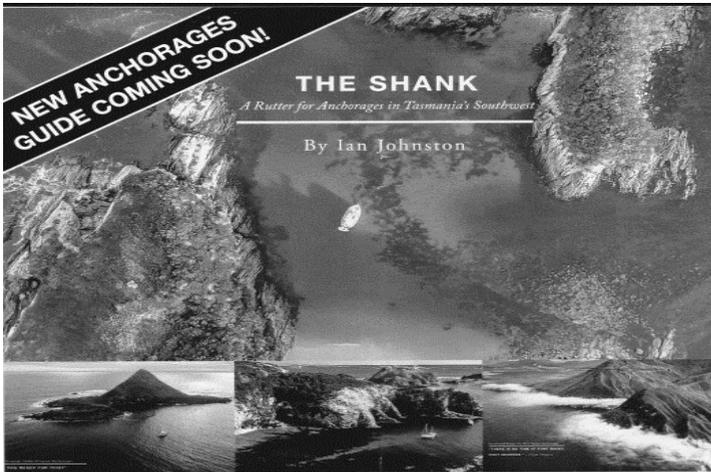


For bookings or more information

62674418

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Kettering



"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."

— Paul Cullen, Director, Australian Wooden Boat Festival



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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

ohelm@tassie.net.au



Swanson 42 Cruising Yacht "HINDSIGHT"

\$84,950

The Swanson 42 "Hindsight" is a proven blue water cruising cutter. You may not want to round Cape Horn but it is nice to know that your yacht is strong, capable, and safe. "Hindsight" has been very well maintained. Below decks the crew will appreciate the comforts and the quality timber fit-out. "Hindsight" is well-equipped including a comprehensive array of electronics and is ready for you to step on board and go cruising.



The Swanson brothers were icons of Aus boating history. They designed and built some of our finest cruising (and racing) yachts. Google the name to get the full story.



- Fibreglass hull. Full treatment in 2015 incl. scrape back, epoxy, and fresh paint system
- Ford Bowman 80hp
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- Sleeps 6 plus 4

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Paul Nanscawen 0418385866

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
or bring to the AGM and hand in to the secretary on the night.

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Operating 7 days a week from Kettering to Roberts Point on North Bruny, the ferry crossing takes just 20 minutes.

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Credit: Anthony Tarnowski & Rob Burnett

