



Albatross

Volume 46 No.2 November 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore Richard Taylor	0407 441 254	<i>Easting Down</i>
Vice Commodore Tony Peach	0419 383 875	<i>Westwind of Kettering</i>
Rear Commodore David Bowker	0418 136 493	<i>Duet</i>
Treasurer Shona Taylor	0403 249 529	<i>Easting Down</i>
Secretary Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
Editor Albatross Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
Committee Ian Barwick Andrew Perkins	0419 007 606 0419 375 500	<i>Willyama Amodet</i>
Membership Officer David Mitchell	0419 565 786	
Warden Chris Creese	0400 520 588	<i>Neptune</i>
Webmaster Paul Kerrison	0429 999 911	<i>Irish Mist</i>
Quartermaster Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer Andrew Boon

Guidelines for Contribution to the Albatross

The following are guidelines to assist members prepare articles for the *Albatross*. However, members should contact the Editor (**Fiona Tuxen – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories will either be serialised or the Editor will either reduce the length or request you to do so.
- Boat names should be *Italicised*, **not** “inverted commas” or capitalised.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 20th (there is no *Albatross* in January)

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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. 31

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>November</u>	
Tues 5th	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Speakers – Michelle Meffre
Sat 9th	New Members Cruise – Quarrantine Bay
Mon 11th	WOB Meeting RYCT @ 6pm “Getting the Best from Electronics”
Tues 19th	Committee Meeting @ RYCT 7.30pm
Sat 30th	Safety Day – Barnes Bay
<u>December</u>	
Sun 1st	Safety Day – Barnes Bay
Tues 3rd	Christmas CYCT General Meeting @ TasMaritime, Queens Domain @ 5.30pm
Mon 9th	WOB Christmas Gathering TBA
Fri 27th	NYE Cruise Norfolk Bay to Quarrantine Bay

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.

SAFETY • All participants to any cruise will have acknowledged the Club 'safety recommendations' when they indicated their intention to join the cruise. The Club's 'safety recommendations' should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the club website under the Member

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

Editorial – Fiona Tuxen



Thank you all again for your support with your articles.
Most appreciated

Letter to the Editor – A Boon.

Dear Editor,

There has been a bit of press recently about the number and size of commercial ships operated by marine farms, particularly in the D'Entrecasteaux Channel. It might be useful for members to ensure that they are familiar with the Marine and Safety (Pilotage and Navigation) Regulations 2017, which includes obligations for recreational vessels to comply with.

<https://www.legislation.tas.gov.au/view/html/inforce/current/sr-2017-044>

Under the Regulations, any vessel over 35 m length overall (LOA) must be under control of either a pilot or a master with a pilot exemption certificate when in a pilotage area. Pilotage areas include the ports of Adventure Bay, Coles Bay, Hobart, Lady Barron, Launceston, Port Arthur, Port Davey and Spring Bay (as well as others not covered by our cruising guides). The port of Hobart has 3 Zones: Zone A extends from mid-River off Tarooma to 120 m downstream of the Tasman Bridge; Zone B is from below the Tasman Bridge to the Bowen Bridge; and Zone C is the D'Entrecasteaux Channel from Piersons Point to Southport Island (charts have the detailed boundaries marked).

Within these pilotage areas, recreational vessels must:

- give way to a vessel that is under pilotage.
- maintain a constant listening watch on the relevant VHF channel used by VTS (channel 12 in Hobart port).

There is an increasing number of vessels longer than 35 m operating in the Channel and other areas. Most of these have masters with a pilot exemption certificate and must display a white flag of at least 2 metres square when in the pilotage area – which should be easy enough to see. If you see a vessel with this white flag, or code flag 'H' indicating a pilot on board, you must give way; normal Colregs don't apply (unless you are in imminent danger of a collision).

Interaction with other commercial vessels under 35 m LOA is as per the Colregs.

Andrew Boon
18-Oct-2019

Commodore's Report – Richard Taylor



The sun is out, the days are warmer and longer, time is slipping by, but still time left to go boating.

The combined clubs opening day on Saturday 5th October was a good turnout from all clubs, our club as usual were well organised and followed the leader with some regard to the alphabet.

In attendance were 20 from our club fleet, Amodet, Argos, Ariel, Bladerunner, *Dalliance*, *EastingDown*, *Inca*, *Irish Mist*, *Lemaris*, *Minerva*, *Pacific Haven*, *Paradiso 11*, *Pandora*, *Rhona H*, *Rubicon*, *Rusalka*, *Serenity*, *Tarangau*, *Vivante*, *WestWind*.

It was a beautiful day, little breeze, sun out and just nice to be out there with other sensible like-minded people with nothing better to do.

We took the mandatory salute; I am sure that our Governor took special notice of our procession.

Our loosely planned rendezvous at Richardsons beach took a dive when the North/Easterly predicted winds

changed the minds of those who may have planned to visit. *WestWind* and *Lemaris* managed to drop a pick at the beach and talked about the non-arrival of the others. I noticed on my "spy in the sky" gps tracker a scattering of our boats heading in different directions, sometimes when cruising that's just what happens.

At our October general meeting we were lucky to listen to our entertaining guest speakers and new members, Chris and Daun Morris. Their cruising adventures over some nine years was certainly a cut above what most of us even dream about.

We look forward to them sharing their knowledge and skills when they join us on our cruises. I can see some new committee members evolving!

At our next November meeting to be held on Tuesday 5th November our guest speaker is Michelle Meffre, who has spent over 20 years travelling many parts of the world with her family. Their experiences and stories including very well documented videos will be well worth watching and listening to, I am sure we will have for a good attendance.

Remember that the RYCT provide a nice meal that you can enjoy before the meeting, get there around 6 ish to avoid the rush.

Your new club cruise calendar has now been circulated and I am sure that you will agree with me that it is very comprehensive and informative, please take the time to read the various cruises that have been put together and register your interest where necessary. You will no doubt be well aware of the next cruise on the calendar is the Great Taylor's Bay Cruise scheduled for the 24th to 27th October.

More information will follow from our capable VC Tony Peach.

Please also keep yourselves available for the now infamous "New Members Cruise" on Saturday 5th November. David Mitchell your membership officer has this under control with his planning expertise. He would have contacted by now all new members who joined after September 2018 and invited them for a "free" BBQ at the quarantine station Shed/paddock on Bruny Island.

All other members are invited at a cost of \$15 / head.

David will keep you all well informed.

Our membership is still growing, we have some new members being introduced at our next meeting, come along and make them feel welcome.

I have enjoyed reading your submissions to our Albatross monthly magazine, sometimes our editor has to make a decision not to include it if the article has a political opinion or is controversial in some way.

Please send in your cruising stories and experiences that you have had so that we can all enjoy and learn from them.

You will have noticed the club's apparel that is available for sale and on display at our monthly meetings. Please support the club where possible if only to help Elizabeth lug the stuff up the stairs and back again.

Our application for our new club mooring pontoon in Quarantine Bay is still being considered by MAST, it would appear that because of the originality of the application it is creating some deeper decision making.

I think this season will be a lot of fun, we have a strong and active membership with a busy calendar.

Our club moorings come under scrutiny often, for those members who are not aware we own two moorings, one in Barnes Bay, and one at Nubeena, the actual positions are always noted in our monthly Albatross magazine.

When using the moorings, you must be a CYCT member, fly your burgee and inform our VC of your intending visit with a text, email or phone call. By doing this and keeping a record we can judge the amount of use with some accuracy.

Remember. " More fun, less work"

Richard Taylor.

"I have had some feedback from the RYCT regarding some of our CYCT members asking for club discounts relating to meals and bar service before our general meetings.

Unfortunately, unless you are a member of the RYCT and hold a membership card of their club you are not entitled to any form of discount.

Generally, the prices for food and beverages are quite reasonable at the Royal, let's try and observe their rules and save the embarrassment of refusal."

Vice Commodore's Report – Tony Peach



Well the new season is underway. Have you checked the USE-BY date of your flares? If you have inflatable life vests, have you had them inspected? Is your ditch bag ready to use? New batteries in torches, fresh drinking water current etcetera.

Do you have a “written” abandon ship plan or a vessel operation document in case you as the skipper may be incapacitated and your partner or crew must assume control? If not, why not? Most of you are aware of the club's efforts to survey members earlier this year. One of the items arising from that survey was members feel

the club should do more to promote safety. I operated my own company for 28 years and placed the onus onto the employees (equivalent to club members). They were advised to be responsible for any action they may take, and if they were anxious about implementing such action due to lack of facilities to talk to me and request any items that may eliminate or reduce the risk.

As skippers/owners of vessels you should be preparing for each trip and not expecting the club to hold your hand. However, if you don't know what you should do, just ask. There is a wealth of experience within the club for inshore, offshore and international cruising.

For practice, consider writing a strategy for managing a flooding situation aboard your vessel. By flooding I mean any ingress of water which is unable to be stemmed by pumps: i.e. you are sinking. A planned and practiced strategy is crucial as flooding calls for specific directed actions, quickly executed. I am primarily addressing the typical club cruising boat, comprising a husband/wife team on any size boat, although much of the planning can easily be considered for fully crewed vessels. Even if you often have guests, they are unlikely to be helpful in a situation where quick, practised actions are necessary. Happy writing!

Still on the subject to safety, there is a cruise to Barnes Bay on November 30th, and the club has arranged for you to ignite any flares (the least expensive method is to use your out-of-date stock). There are also several (old) fire extinguishers available for member to trial. There will also be the deployment of an inflatable raft. Anyone wishing to try to climb in fully clothed is welcome!

Another result of the strategic planning survey was the recommendation that the club try to arrange to entice more younger members. Stan Pickering aboard *Obsession* was the only attendee to the “Family Day” organised for Great Bay. Come on everyone. If you want the committee to implement actions, you will have to support the committee, or you can probably anticipate the result.

Opening day for the southern yachting season was near perfect. Sub 10 knot breezes. A reasonably good turnout of CYCT fleet vessels. If I have missed somebody, my apologies in advance.

<i>Amodet</i>	<i>Easting Down</i>	<i>Pacific Haven</i>	<i>Rusalka</i>
<i>Argos of Sydney</i>	<i>Inca</i>	<i>Pandora</i>	<i>Serenity</i>
<i>Ariel,</i>	<i>Irish Mist</i>	<i>Paradiso 11</i>	<i>Tarangau The Goo</i>
<i>Blade Runner</i>	<i>Lemaris</i>	<i>Rhona H</i>	<i>Vivante</i>
<i>Dalliance</i>	<i>Minerva</i>	<i>Rubicon</i>	<i>Westwind</i>

New General Committee Members 2019/2020

New committee member Ian Barwick.

In my teens I started sailing in Tamar and Rainbow dinghies and in the late 60's owned an original Purdon runabout with a 28 hp Evinrude, which was not exactly overpowered by current standards! Christine and I owned 2 aluminium Star fishing boats then "Narranda", a King Billy Pine 35 ft fishing boat which was the plug for the glass Randall/Channelcraft boats.

In 1998 we bought "Meridian" a 36 ft King Billy and Huon pine motorsailer, much loved and needing much maintenance!

Now we have "Wilyama" a 40ft Zeston pilot house yacht which gives us the ability to "go inside and shut the door" and has just enough wood to keep us content

Living at Dennes Point on Bruny has provided the opportunity to extensively cruise the Bruny coast both for relaxation and as a commercial Fisher.

We joined the CYCT in 2012, and thoroughly enjoy cruising, socialising and learning with fellow members. I hope I can contribute effectively as a committee member.

Next Three Months Cruising Calendar 2019/2020

DAY	DATE	EVENT	DATE	EVENT	DATE	EVENT
Tue						
Wed					1-Jan-20	6. Norfolk Bay/Quarantine
Thu					2-Jan-20	6. Norfolk Bay/Quarantine
Fri	1-Nov-19				3-Jan-20	
Sat	2-Nov-19				4-Jan-20	
Sun	3-Nov-19		1-Dec-19	5. Safety Day -Barns Bay	5-Jan-20	
Mon	4-Nov-19		2-Dec-19		6-Jan-20	
Tue	5-Nov-19		3-Dec-19		7-Jan-20	
Wed	6-Nov-19		4-Dec-19		8-Jan-20	
Thu	7-Nov-19		5-Dec-19		9-Jan-20	
Fri	8-Nov-19		6-Dec-19		10-Jan-20	
Sat	9-Nov-19	4. New Members Quarantine	7-Dec-19		11-Jan-20	
Sun	10-Nov-19	4. New Members Quarantine	8-Dec-19		12-Jan-20	
Mon	11-Nov-19		9-Dec-19		13-Jan-20	7. Louisa Bay
Tue	12-Nov-19		10-Dec-19		14-Jan-20	7. Louisa Bay
Wed	13-Nov-19		11-Dec-19		15-Jan-20	7. Louisa Bay
Thu	14-Nov-19		12-Dec-19		16-Jan-20	7. Louisa Bay
Fri	15-Nov-19		13-Dec-19		17-Jan-20	7. Louisa Bay
Sat	16-Nov-19		14-Dec-19		18-Jan-20	7. Louisa Bay
Sun	17-Nov-19		15-Dec-19		19-Jan-20	7. Louisa Bay
Mon	18-Nov-19		16-Dec-19		20-Jan-20	7. Louisa Bay
Tue	19-Nov-19		17-Dec-19		21-Jan-20	7. Louisa Bay
Wed	20-Nov-19		18-Dec-19		22-Jan-20	7. Louisa Bay
Thu	21-Nov-19		19-Dec-19		23-Jan-20	7. Louisa Bay
Fri	22-Nov-19		20-Dec-19		24-Jan-20	8. Southport (Night start)
Sat	23-Nov-19		21-Dec-19		25-Jan-20	8. Southport (Night start)
Sun	24-Nov-19		22-Dec-19		26-Jan-20	8. Southport (Night start)
Mon	25-Nov-19		23-Dec-19		27-Jan-20	8. Southport (Night start)
Tue	26-Nov-19		24-Dec-19		28-Jan-20	
Wed	27-Nov-19		25-Dec-19		29-Jan-20	
Thu	28-Nov-19		26-Dec-19		30-Jan-20	
Fri	29-Nov-19		27-Dec-19	6. Norfolk Bay/Quarantine	31-Jan-20	
Sat	30-Nov-19	5. Safety Day -Barns Bay	28-Dec-19	6. Norfolk Bay/Quarantine		
Sun			29-Dec-19	6. Norfolk Bay/Quarantine		
Mon			30-Dec-19	6. Norfolk Bay/Quarantine		
Tue			31-Dec-19	6. Norfolk Bay/Quarantine		

Membership Officer's Report - David Michell



Gosh what to write about. Its funny, as some of you may have gathered, I do have a propensity for writing, for blogging (well kind of) and taking loads of photos about sailing events I have participated in. But I am in a sense at a bit of a loss as to what to talk of. There might be at least one or two of my photos from the opening of Sailing Season in the magazine, dependent upon our Editor deciding to include them.

Yes, the sail past went well with quite a reasonable turnout from CYCT members adding to the overall fleet that was present on the river on the day. Myself, along with a good friend of mine, Bruno, who despite owning a boat himself was unable at short notice to find crew to sail his boat and instead joined myself on *Minerva*, along with Lew and Lizzie. We enjoyed a spirited sail down the river towards Taroona before turning around and making our way back towards the Bridge to join up in the queue to pass the Governor's launch. With this over, and given there remained a stiff breeze and that it was quite cool, we headed back to the Motor Yacht Club, at Lindisfarne and enjoyed some post sail past sundowners cheer aboard.

Just a quick reminder regarding the New Member's cruise to be held on the weekend of 9th and 10th November. As per my report in the October Albatross and follow up emails to members, I hope to see as many of you attending, be it by boat or car. As also noted, hopefully by the time you have received this magazine, you will have responded one way or the other as to whether you may be attending. To be able to cater for the event, it is actually important that you notify me, such that I can let our Commodore know, who is in charge of catering arrangements for the event.

Lastly, and hopefully I will have achieved this, I have been working on the CYCT Membership Directory for the 2019 year. As someone who used to be well familiar with the intricacies of Word and Excel, I must confess that having retired nearly 4 years ago, it has surprised me how much I have forgotten about some of the features, which annoyingly I needed to be comfortable with in order to edit/update and amend in order to produce this current version of the Directory. In short, it has caused me some to utter some unspeakable words, which thankfully no-one but my furry guys was around to hear. I hope I have managed to get it right, and that members details are current, as all I have to work on is the information contained in the club's databases.

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.

Velella
Stuart Mears

Solquest
Garth Wigston

WELCOME TO NEW MEMBERS

Halcyon 11

Brett and Janet Rutherford

Mawson

Bishwa Oakes and Mischi Sigrist

On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

New Members Report – Stuart Mears



Bio: My name is Stuart Mears. Originally from Sydney, I sailed from North Queensland to Tassie in 2009, found an anchorage in the Huon River and stayed. Southern Tasmania has to be God's own country for a boating person.

I was introduced to the maritime world by my grandfather. He taught me to row at age four and I've been mucking around in boats ever since.

Veella was built in Sydney in 1938. She is of plank on frame construction, NZ kauri on spotted gum scantlings. She was raced at the Prince Edward Yacht Club for many years. I acquired her in a somewhat dilapidated state in 1994. In her I have mainly done coastal sailing on the Australian East coast. I lived aboard for a time.

I am keen to expand my knowledge and experience in this glorious part of the world.



Dream Voyage – Paul Kerrison

Saturday 24th April 2018

Irish Mist slips her mooring lines at Prince of Wales Marina to start a voyage of discovery. After many months of planning, equipping, (new mainsail, boom cover, overhauling anchor winch, inspecting rigging, halyards, & replacing reefing lines, life raft & engine serviced, spare fuel filters, impellers etc.)

pouring over weather patterns for the Pacific, downloading cruising guides for New Caledonia & Vanuatu, updating electronic charts, acquiring the necessary paper charts etc it was time to leave.

The evening before departure all the family incl our second great

grandson of 9mths joined us for pizza, party pies and drinks to farewell us. It had been our intention to leave the same night however as we still had some provisions to stow, we delayed until morning.

Under clear skies with a light Northerly breeze & full sails we made good time to Pot Bay to be both greeted and farewelled after a short sail in company by John & Helen Bridgland, *Pandora*

Transiting the Denison Canal at 1500 we were delighted & surprised to see our daughter & son in law wave us through, eventually after a very long day *Irish Mist* dropped anchor at 1830 in Encampment Cove Maria island.

Spent two days here reorganising the boat and catching some zzz's. Plus enjoying a meal or two of fresh flathead.

Tuesday 24th we sight *Rusulka* in Mercury Passage as she heads towards the narrows on her return home from NZ, while we in turn head for Bryans Corner to wait out the Northerly, expecting a SW change on Thursday.

Thursday 26th the change came through around 0400 and after the initial charge we up anchored at 0730 & headed north with a steady wind from the SW at 15-18kts gusting 20 on a SE swell of 1 – 1.5mtrs thus taking us well into Bass Strait. Late Friday winds turn variable from calm to around 10kts with calm seas necessitating the iron topsail at times. At 1300 Saturday, due East of Gabo Is we ran into the expected northerly change of 15-20kts and a confused sea, making for an unpleasant motor sail into Twofold Bay.

Eventually dropping anchor in East Boyd Bay Eden at 1800hrs (58.5hrs from Bryans Cnr.) Stay put on Sunday riding out the northerly.



MIST

Monday 30th 0330 leave East Boyd Bay with full sails and wind again from the SW at 10-15kts so with such great sailing conditions it was decided to press on to Jervis Bay.

However, as we entered the channel behind Montague Island, we were suddenly becalmed & against the tide, necessitating assistance from the iron topsail. This was short lived as without warning the engine overheated, now *Irish Mist* has a sail drive & the immediate thought was kelp or plastic wrapped around the leg. However, no amount of vigorous reverse thrust cleared the obstruction. Shutting the engine down & leaving Rosemary to sail us through under mainsail only with little to no wind I went below.

Investigations revealed that filters were clear, the raw water pump & impeller were also ok. But no water in the system, disconnecting the intake hose at the gate valve, it was clear we had an external obstruction. Tried clearing the blockage from onboard but to avail.

Not wishing to go for a swim, I thought where do you find a raw water intake in a hurry? The head, of course, whilst fashioning a hole through a non- watertight bulkhead in order to access the necessary gate valve & re-routing some spare hose, Rosemary gradually but slowly keeps *Irish Mist* heading in the general direction of Jervis Bay tacking back & forth against the tide. About 50 minutes later with water flow restored it is decided to head for Broulee Island for the night dropping anchor at 1930. An interesting but long day.

Awakening early Tuesday 1st May time to investigate and just before going over the side into the very clear but cold water, I opened the gate valve on the primary engine intake & was greeted with the beautiful sight of a strong water flow?

Just to be sure I reverse flushed with an air pump, then pushed an old refashioned batten right through whilst Rosemary observed from the deck. As she did not see anything dislodge, it is still a mystery (to this day) as to what caused the blockage.

Reconnecting everything, we leave Broulee at 1000 with a light SW breeze of 8-10kts motor sailing at 6.5-7kts we decide to bypass Jervis Bay & continue north, as passing Batemans Bay the wind filled in to 15kts allowing us to kill the engine.



(The Royal Australian Navy was commissioning a new vessel off Jervis Bay & playing war games with live ammo. Enquiring about our intended passage they advised us that they knew where we were & it was safe to pass, but were advising commercial shipping to stay well east),

The breeze stayed with us until the early hours of Wednesday when just north of Kiama at 0130 we again called upon the iron topsail.

Motoring with no further cooling issues we tied up at Cronulla Marina at mid am Wednesday, staying until Monday 7th, visiting family in and around the area & as far south as Nowra using our NSW senior transport passes at a total cost of just \$2.50 a day on train bus or ferries no matter how often you use it.

Needing to top up our fuel tank we borrowed a trolley from the marina & took a couple of 20 litre jerry cans up into town where the price was \$1.40 litre compared to \$1.92 on the Marina. Making the effort worthwhile also picking up some supplies at the same time. Left Cronulla on Monday 7th & enjoyed a 10-12kt SW up to South Head before motoring up Sydney Harbour & anchoring in Blackwattle Bay where we stayed until Wednesday 16th. Being close to the Sydney CBD & all services we explored extensively by foot, bus, train & ferry. It was during this time that Hobart was hit by a severe storm causing extensive flooding & damage to a large area including the CBD.

We had a chance meeting with Ottmar Helm at the Sydney Fish Market and enjoyed the time in company of Hobart yachts **Eriskay & Cia Bella** anchored nearby.

Leaving Blackwattle Bay at 0730 Wed 16th we safely negotiated early morning harbour traffic, nearing the heads the Manly Ferry showed us her keel a couple of times due to the big swell still coming through the gap. Once outside it was a reasonable ride up to Pittwater where we found a mooring in Coasters Retreat just after lunch.

Thursday 17th after clearing Coasters & Pittwater at 0330 with a breeze from the NW at 10-15kts & smooth seas we negotiate all the heavy shipping in Stockton Bight (Newcastle) get flown over a couple of times by very low level RAAF Hornets at speed, (no doubt in our minds that we were being used as a target) we arrived at Port Stephens and anchored in Nelson Bay alongside Hobart boats **Folie A Deux & Roseanne** at 1630.

Friday expecting a change from the WNW all three boats re-anchored at Wanda Beach.

0600 Sunday 20th we all leave north, with sloppy conditions outside, fluky winds and a slight sea on a 1.5mtr southerly swell & rain conditions didn't improve until we were north of Broughton Island & further to sea. Eventually we settled into a good rhythm allowing us to enjoy a sunny afternoon & evening under sail.

After a night of avoiding some heavy shipping & motoring since 0700 we tie up in Coffs Harbour Marina at 1300 Monday 21st. **Roseanne** stopped off at Camden Haven. **Folie A Deux** arrived ahead of us by 6 hrs (she is a 50'+ Cat).

To be continued.



Approaching Port Stephens

Women on Boats – Relationships on Board - Tracey Taylor

“Will a cruise ruin your marriage?” “Will friends still be friends at the end of a cruise?”
 Catrina Boon and Wendy LeCornu were our presenters for this month. An educational, believable & insightful role play started the evening with an important message. You need to be able to work together, take a bit of “distemper” in a stressful situation, forgive and move on when sailing together. Responding quickly is also important! As you could imagine, there were lots of personal anecdotes, shared experiences and wisdom. Each of these topics were discussed.... With great insights

R Responsibility/ Respect/Roles: helpful to allocate prior to task or crisis!

E Efficiency / Effective communication: visual as well as verbal

L Listening: do this actively.

An Action / Appreciation / Anxiety: remember to praise and be positive.

T Trust: An essential element in cruising together.

I Interests: important to acknowledge differences, preferences.

O Ownership: in terms of an allocated job or responsibility.

N Nurture : new learning, teaching in a positive, supportive fashion.

S Sharing / Stereotypes: these may need to be challenged

H Help: be prepared to ask for and accept! ESP when visitors are onboard.

I Instruct: guide crew, guests. Again clear, specific communication is best.

P Plan / Plot/ Prepare/ Patience/ Patience / Patience

S Strength: that may mean saying “No” to time constraints and leaving port

A very welcome ‘cheap and cheerful’ Pub meal was enjoyed by long term regulars, new members & WOB” s returning from overseas, at Prince of Wales Hotel in Battery Point.

Next month, will be our last official meeting for 2019, as our Xmas gathering will be held in the December time slot. The Topic will be Getting the best from electronics. Interfacing GPS, Radar, AIS, Autopilot and Apps, with Matt Orbel. Cheers Tracey T.

Going to the Dark Side – John & De Deegan

After years of cruising and living onboard sailboats all over the world we decided it was time to try cruising on a powerboat. The change of direction was bought on by health issues and the desire to keep cruising safe and in comfort.

Big fast planning powerboats are of no interest to us or the need to spend huge amounts of money on fuel to get there; our passion has always been towards displacement Trawler style boats. The search was on and hours were spent trolling through Yachthub and to our surprise there were not a lot of suitable boats, finally after one brief ownership of a steel 40 ft Roberts Trawler the perfect boat was offered to us before it went on the market.

So, here is our new boat and a few of the ideas we have added



Storm Boy II is a custom built 42 ft fiberglass Trawler, the design was greatly influenced by Tasmanian trawlers and the final design and drawings were produced by Compu craft in Qld.

Specifications: LOA
13m

Beam 4.42 m Draft
1.42m

Water 2000 litres

Fuel 2300 litres

Engine John Deere 6068 ,235hp

Sea Wasp gen set

500 watts solar

The survey found nil defects and with only 1000 hrs on the engine we were ready to bring the boats back to Kettering from Manly Qld. I was due to have another hand operation, so our friend and very experienced yachtsman Rod Payne bought to boat south to Newcastle where I picked up the boat for the trip south. De was otherwise occupied but I was lucky enough to get club member Greg Hitchens to crew back to Hobart.

Travelling on a powerboat requires something of a different mindset but we quickly adapted to the joys of wearing slippers in a warm dry wheelhouse.

Storm Boy came with a full suite of electronics, luckily, I had Greg along to show me how to use all this new gear. The two independent autopilots and Paravanes and floppier stoppers for stability the boat has turned out to be a comfortable and safe passage maker.

We have made several modifications to mainly suit our lifestyle onboard:

GALLEY

The boat did not have an oven; De loves to cook /bake and not wanting to give up a huge storage draw we found a 240-v toaster oven (\$79 The Good Guys) that fitted neatly above the cook top.

Our fridge / freezer is made by ICEER in Qld and runs as well as our home fridge, it is very economically on 12 v power, but we upgraded the solar array to 500 watts, so we did not have to run the genset at anchor.

ENGINE

To improve the engine monitoring I added two ENGINE GUARD digital temperature sensors, mainly used on 4WD cars they are excellent on marine Diesel engines. One is fitted to the engine block and the other on the face plate of the Jabsco seawater pump, both are on a digital display and have alarms set at your preferred trigger point (\$99 each).

Two engine room cameras (Jaycar Caravan reversing cameras) were added with a small dash display, now we can view the engine at any time while underway hopefully catching problems before they become big problems.

Finally, in the engine room we added a bilge high water alarm as a back stop if for some reason the float switches on the bilge pumps fail.

SAFETY

Being a single engine /single prop boat without the backup of a mast and sails our biggest fear is something fouling the the drive gear underwater. To deal with this possibility we carry a spare coupling, an underwater camera (eBay) and a 12-volt Hookah system.

CYCT Photo Competition



Yukon being towed up the Huon River – Tony Peach (supplied by Shona Taylor)



Paul Kerrison and Dog – by Rosemary Kerrison

Sail Past – Opening Day



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All the safety gear was upgraded and AIS added

ANCHOR

Surprisingly the anchor / bow roller set up was useless ,we gave it a complete rebuild and now it deploys and retrieves without going on deck ,while we were at it we invested in a ROCNA anchor with which we are very impressed and certainly holds better than a CQR

DINGHY

The boat came with a large Tinnie and outboard on Davits, all very nice to zoom around the place but we do like to row so settled for a Walker Bay 10 with two rowing stations and a 2.5, 4 strokes outboard.

This has worked well, and the outboard is not used that much



Over the summer of 2018 we did a clockwise circuit around Tasmania which went well encouraging us to go back to old cruising grounds on the mainland.

This year we have taken the boat north to Whitsundays and up to Bowen. We have cruised this coast many times over the years and things have changed enormously since our first visit in 1983.

Travelling on a displacement Trawler with a snug comfy wheelhouse is certainly an easy way to travel; we cruise at a steady 8 knots using an economical (1 litre per mile). Wind and rain are not an issue anymore and at 8 knots we get there a bit quicker than we did under sail.

Cruising on a power boat is certainly different to our previous cruising experience. On the downside we do miss those great sailing days broad reaching in the trade winds but there is something nice about a steady 8 knots upwind and downwind being on watch while preparing a meal. It is different but we are enjoying the new mode of travel.

Dinghy Mania IV – Rob Buchanan

The story to this point: 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). III - OK European Championship (Kiel, Germany), French Finn Nationals (Caneten-Roussillon, south of France), 2.4m match race regatta (Prague, Czech Republic).

This time - Swedish OK Nationals (Marstrand, Sweden), Southern French OK Nationals (Lacanau, France), Belgian OK Nationals (Antwerp, Belgium), Finn European Championship (Schwerin, Germany).

Keep reading for the final instalment.

At the end of my last missive I had returned to France from a spot of match racing in Prague. Then, on the last Sunday in July, after a big lamb barbecue put on by the football club in the local village, I hooked up the OK and early next morning headed for Marstrand for the Swedish OK Nationals - 2000 + kms, plus a 5 hr ferry trip, each way.

Even for the Swedes, Marstrand is principally a summer venue and can have fierce, stormy winters. In summer it is picture postcard beautiful, off the water and on the water. Really stunning. A wonderful place for a sailing regatta with good waves when there is a decent breeze, perfect conditions for both the Finn and the OK. But it is busy during the holiday season, and expensive. Just as an indication, an unpowered camping site was the equivalent of about \$65 per night for one person!

This was a very light air regatta, not my favourite conditions for either racing or cruising. Mediocre results and a UFD (U flag starting disqualification) brought no prizes this time. Recurrence of an occasional back issue on the last day of the regatta did nothing to help the results or my mood. But the sun was shining, it was quite warm during the day and the Swedes are good hosts. The regatta was won by my friend Thomas Hansson-Mild (from the Bandol training days - see article I) so it was nice to be there for that. The venue is memorable so a trip to

the OK Worlds at Marstrand next August looks like a definite possibility.

Then it was back to France for a bit and try to get the back working again, until the next regatta in late August; the Southern French OK Championship at Lacanau.

August is the period of village fêtes in our part of France on the Plateau du Larzac. They usually last 3 days. After surviving the fête in our village of Sauclières, and some visits from friends, I headed for Lacanau, near Bordeaux, about 500 kms away.

Lacanau is a smallish lake on the west coast of France, near Bordeaux. If there is not a strong gradient wind, at this time of year the Atlantic sea breeze arrives about 2 pm and dies about 7 pm. 10-12 knots. Short courses. Shifty.

Last year I came 4th in this regatta which is effectively the French OK national championship. There is another annual regatta further north in France which also claims the distinction. Participants in one regatta don't bother going to the other. Who knows why they can't get together? As they say - it's so French.

Fourth last year wasn't good enough this year. The best I could manage was 10th overall (out of 24) and second grand master. Some of the French had been training hard. A couple of good Finn sailors had joined the class. One of them won the regatta. The other won the grand masters (over 70) category and was 5th overall. No prize for me, but I was not really there for that anyway. Almost everything about the sailing conditions at Lacanau is

not what I prefer, but I go (and have a go) for the “ambiance “and the camaraderie. Keen sailors enjoying themselves, and a glass or two, just for the fun of it. The sun was out, the water was warm (and soft - not salty), my back seemed ok again and it was great fun. While I was in Lacanau I decided to go the following weekend to the Belgian OK Nationals, which I had heard last year was great fun. From there I could go up to northern Germany for the Finn European Masters. The double trailer was proving useful. So, it was back to Sauclières to change trailers (I had used my single trailer to take the OK to Lacanau) and load up the OK and the Finn on the double trailer for a final trip for this year (in Europe at least) and maybe three more regattas. Then 1200 kms to Antwerp, staying overnight with friends in Bourgogne.

The regatta location (Lake Galgenweel) turned out to be a very small lake, right in Antwerp. I was amazed that this could be the venue for a national championship, but the regatta had attracted over 30 entries from 7 countries, so it was best to suspend judgment for the moment and just enjoy it, as far as the constant traffic noise would permit. It turns out that this, for historical reasons, is always the venue for the Belgian OK nationals and some of the competitors, even from other countries, come regularly each year. The hospitality was wonderful. But the least said about the sailing conditions the better. There were very large variations in wind speed and wind direction. Apart from a couple of very good sailors who were consistently in front, the lottery effect was in full swing for the great majority of the fleet. The course area was very small, so we did multiple circuits. Four races on the first afternoon and two the following day. Although they did the best they could, given the geographic limitations, it made me realise how lucky we are in Australia with our sailing venues. Good fun, good company but disappointing, I thought, for a national championship. I was more optimistic about the next regatta.

The Finn Masters

Europeans this year was at Schwerin in northern Germany. Schwerin is on a group of interconnected lakes and is very picturesque. There is a large castle (not fortified - just sumptuous) on an island in the lake system. This regatta was added to the Finn World Masters official calendar only last year, together with brand new perpetual trophies. I



Figure 1 Schwerin Castle makes a nice backdrop

was fortunate enough to win the Legend trophy last year, so mine is the first name inscribed on it. I felt I should turn up to defend my title, and it promised to be a good regatta, so I left Belgium, drove across Holland and headed in the general direction of Hamburg. I must confess, however, that I was starting to feel a bit jaded after driving almost 20,000 kms in under 5 months! Fortunately, the double trailer tows very well and the driving was relatively easy, even if long.

This was a most enjoyable regatta. The standard was good. Finn Masters sailors are passionate about the Finn and enthusiastic single-handed sailors. They frequently have a history of sailing achievement. For example, the only other Australian at this regatta,

William (Bill) Hodder, a little older than me, represented Australia at the 1992 Barcelona Olympics in the Soling class. One of the Czech sailors, Michael Maier, went to the Olympics 5 times!

In the early part of the regatta I seemed to be having some boat speed issues, but I had



been trying some different sail settings. In race 4 (on the second day) I

went back to my normal settings and things seemed to improve. This sort of thing is not enough to send you to the front of the fleet, but it is good for the morale and I was quite well placed at the first mark.

Then I capsized. Just careless really, but when I had the boat upright, I was second last at the next mark. So, I just hit the right-hand corner and was

blessed with a 25-degree right hand shift with which I recovered a third of the fleet. Such is lake racing. By this time the legends trophy was out of reach. Although I thought I was

Figure 2 Keep the boat flat on the Reaches

still just ahead of my opposition (I thought there were only four

of us) I learned that a very good Dutch sailor (Henk de Jaeger) had turned 70 in February this year and he was well ahead. In fact, there were ten legends this year and at this stage I was third. I crept up to second on the third day and I had a pretty good final day which got me closer to Henk, but not close enough. So, it goes. In the end I was 2nd legend out of 10 and 37th overall, 2 places behind Henk, in a fleet of 65. Good enough.

I decided while I was at Schwerin that I would not sail in the final regatta on my tentative programme, the Swiss Finn nationals which this year were on Lake Constance. I spoke with some Swiss Finn sailors at Schwerin and the expectation was for light winds and some bigger boat traffic. They suggested next year would be better at Grandson on the Lac du Neuchatel, where the wind is more reliable and the racing unimpeded. That sounds like a good plan.

So much for my European season. In the end I sailed 10 regattas and clocked up about 20,000 kms. At some point I realised that my good fortune in winning some trophies in the last year or two was diverting me from my primary objective, which is simply to get pleasure from the sailing and being able still to compete at a good level if I wish to. Next year in Europe my programme will probably be less busy and less adventurous.

Back in Australia I plan to sail in the Finn Gold Cup (the Finn class world championship) in December at Royal Brighton Yacht Club in Melbourne, for which I qualified in January at Black Rock. It is possible that I may sail in the Gold Cup in Palma, Mallorca next May but this December would certainly be my last Gold Cup in Australia.

I don't quite know how to finish this small series of articles. It began simply in response to a suggestion by Richard Taylor but took on a bit of a life of its own. I had not intended it to be so much of a personal chronicle either, but it was easier to write that way. There are people who spend their lives on the international

sailing circuit, but I am not one of them. In truth my heart lies closer to Tasmania, and cruising rather than racing, and if I make further contributions to the Albatross that is more likely to be the subject.

Summer is coming to our small island. Happy cruising.

Should you Swing your Compass – Tony Peach

When we first took delivery of *Westwind*, it was interesting to discover that magnetic compasses are calibrated for northern, or, southern hemispheres.

More precisely, there are multiple zones that should be considered for adjustment. (See

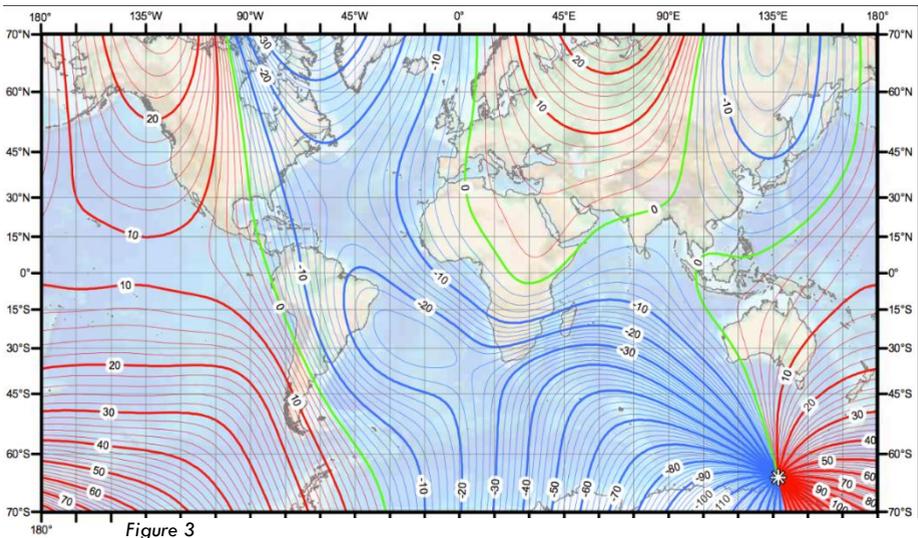


Figure 3

figure 1). This is because the needle (dish) tips towards the north pole. When in the southern hemisphere it rises towards the north pole!

Some of you will be aware that the magnetic variance on your charts is altering every year. If you wish to explore this in more detail, try the following is link.

<http://www.ga.gov.au/oracle/geomag/agrfform.jsp>

After a few inquiries, it became evident that experienced “swing adjusters” were few and far between in southern Tasmania. Consequently, we set about attempting to discover the vagaries of performing the task ourselves.

Any reasonable quality “magnetic” compass has a built-in correcting magnets system. It consists of two sets of magnets fixed to two adjusting rods with slotted ends. The slots in the end of the two rods serve the purpose of moving a small fixed magnet back or forth

along the rod axis using a screw system. The slots should be horizontal before starting the adjusting procedure, to enable you to 'count' the turns. A small 'non-magnetic' screwdriver is required for this purpose. Within some of the bracket mount and deck models, the black plastic inserts (water resistant plugs) must be removed to gain access to the slotted compensator rod ends. If you decide to attempt the adjustment yourself, prior to starting the compensation procedure, check the area around the compass to make sure all material of a magnetic nature is secure and, in its sea-going position.

One example is the ubiquitous mobile phone. If it is stored adjacent to a binnacle compass, errors can result. You probably know that a big piece of cast iron (your engine block), or magnetic field generators (alternator, bilge pump motors) can also cause the compass needle location to vary. If for example the engine block is directly ahead of your compass when travelling due magnetic north, possibly no error will be detectable. But now change course to east. The engine block if it is causing distortion of the needle position will exhibit a different effect. This is compass deviation and cannot be adjusted out of the system.

To assure accuracy on all headings, check for deviation every thirty degrees and record any deviation on a deviation card. We check this deviation every 1-2 years.

The following methods are a simple technique to adjust your compass to cater generally for the position on the globe that you are sailing in.

One method adopts, equipment that you should have on your boat, and a second method using equipment you might have on your boat.

Method 1

Step one-1. With the compass in its intended position, but not finally secured, select a course on your chart using two identifiable marks, buoys or landmarks that are within ten degrees (10°) of the North/South line. Try to select this course so that you can manoeuvre your boat "down range" of the marks selected (See example).

Step two-1. From a position down range of the North/South marks, and keeping the marks lined up, run the boat visually along the Northerly course selected. Turn the port/starboard compensator until the compass reads correctly.

Step three-1. Reversing direction, run the boat Southerly, again keeping the marks lined up. If the compass is not correct at this time, there is an alignment error. To correct, rotate the compass itself to remove one half of this error. Repeat Steps 1 and 2 and then recheck this Step 3.

Step four-1. Simply repeat the procedures of Steps 1, 2 and 3, except this time, using an East/West course and the fore/aft compensator, although at this time any alignment error should have been eliminated.

Step five-1. Upon completing the procedure, secure the compass in its final position.

Method 2. (Requires the use of a GPS).

Step one-2. While at sea, with the compass in its intended position, but not finally secured, obtain a GPS bearing to a visual buoy or landmark that is within 10° of a North/South line.

Step two-2. Position your boat along that line and steer your boat directly at that mark. Turn the port/starboard compensator until the compass heading matches the GPS bearing.

Step three-2. Check the Southerly course by steering away from the mark, to a bearing 180° from Step 2. The compass heading should be bearing from or bearing to $+180$ degrees.

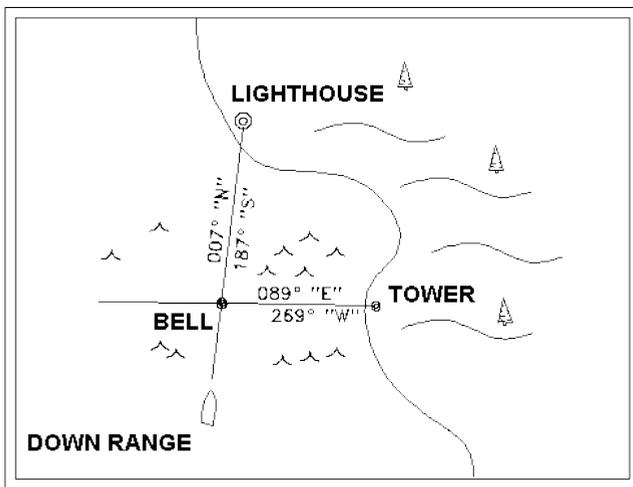
If any error is present, it is an alignment error. Rotate the compass itself to correct for one half of this error. Repeat Steps 1 & 2 and then recheck this Step 3.

Step four-2. Simply repeat the procedures of Steps 1, 2 and 3 for the East/West course, using the fore/aft compensator, although, at this time, any alignment error should have been eliminated, and no alignment correction is required.

Step five-2. Upon completing the procedure, secure the compass in its final position.

Note: When performing this method, always use the bearing "To or from" mode on the GPS. Do not use the Heading Information because it can be inaccurate in real time.

Tony Peach



EXAMPLE

Minutes of General Meeting held at RYCT on 1st October 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm. He welcomed members and guests and advised the meeting that Life Member Erika Shankley was in hospital recovering from heart surgery. Attendees wished her well in her recovery. The meeting was also advised that members Pat Price and Penny Lade had recently returned from their extended sailing adventures in Greece.

Attendance

Seventy people attended the meeting, including guests Guy Ratcliffe and Kevin and Mei Landman. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

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

Guest Speaker

The Commodore introduced the Guest Speakers, Club members Chris and Daun Morris (*Restless*), who gave a presentation on their nine-year cruising adventures in the Asia Pacific region.

The Commodore thanked the guest speakers for their presentation and presented them with a Cruising plaque.

Minutes of General Meeting held on 3 September 2019

It was moved by Shona Taylor, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 3 September 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 advised that mainly due to the increased number of new members, the Club was ahead of budget, despite the recent expenses of the Annual Dinner and quarterly rent to the RYCT.

Vice Commodore – Tony Peach

The Vice Commodore reported that:

- The official Opening of the Yachting Season was on Saturday 5 October and CYCT boats were encouraged to join the Commodore for the official salute to Her Excellency the Governor. Boats were asked to congregate at the Regatta Ground at

approximately 1.30 pm. The Commodore would hail on VHF Channel 16 then cross to VHF Channel 77 for the last-minute details. Club boats were asked to fall in behind *Easting Down* in alphabetical order (by boat name) for the commencement of the procession at 2.25 pm. Following the sail past, an evening rendezvous would be planned if weather permitted, probably at Richardsons Bay. An email with further details would be sent out before the weekend.

- A cruise to Great Taylors Bay was scheduled for the Show Day break (24 – 27 October) and he sought expressions of interest from any member who would be prepared to lead that cruise. An email would be sent out within the next two days but further emails closer to the date would only be sent to members who had registered for the cruise.
- The New Members' Lunch was scheduled for Saturday 9 November at Quarantine and the Membership Officer would provide further details.
- Paul Kerrison had agreed to assume the role of Webmaster and a Forum had been set up on the website where members could express their interest in any informal cruises or get-togethers.

Rear Commodore – David Bowker

The Rear Commodore was an apology for the meeting.

Commodore – Richard Taylor

The Commodore raised the following matters:

- He thanked Paul Kerrison for assuming the role of Webmaster and welcomed him to the Committee. He also thanked new Committee members Ian Barwick and Andrew Perkins for assuming the role and looked forward to an enjoyable and productive year with a strong committee and high calibre guest speakers.
- The October edition of the *Albatross*, which included the 2019/2020 Cruising Calendar was available at the meeting. Additional copies of the Cruising Calendar were available for purchase at a cost of \$5.00. The Calendar included specific details of the Cruise Contact's role and, as some of the listed cruises did not yet have a nominated Cruise Contact, he encouraged members to volunteer.
- The Annual Dinner was an outstanding success and he had received much positive feedback, particularly from the Commodore of the RYCT and also from Jessica Watson, who had enjoyed being a guest of the Club and meeting members.
- MAST had decided not to proceed with the Club's application for a pylon mooring barge at Quarantine but had suggested that it might view favourably an application for a screw mooring concept on the seabed. A further application for this type of mooring had subsequently been submitted to MAST, and the Commodore would keep the Club informed on this matter.

Women on Boats – Tracey Taylor

Janne Gorman advised that 22 women had attended a very successful session on diesel engines on Monday 9 September.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. She thanked members for their articles and reminded the meeting that November was the last month that entries would be accepted for the photography competition.

Membership Officer – Dave Mitchell

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

- In conjunction with Shona Taylor, he was currently working on the Membership Directory, which would be published in November. He asked members to visit the website and make any necessary updates to the information contained in their profile.
- There would be a weekend cruise to Quarantine, Bruny Island on 9 and 10 November. The New Members' Lunch would be held on Saturday at the Club's shed at the top of the hill at Quarantine, Bruny Island and all members were invited. Members should arrive at approximately 11 am, with lunch to commence at 12 noon. Chowder and a barbecue would be served free to any members who had joined after September 2018 and at a cost of \$15 per head to other members. There was a good pontoon landing in the bay. Any members who could assist on the day were asked to contact the Membership Officer. For catering purposes, it was important that those planning to attend register on the website. Further information, including payment options, would be sent out by email closer to the event.

General Business

- Club Member Julie Macdonald advised that since submitting her article in the *Albatross* about the Denison canal, she had sought clarification about proceeding even when the light was red. The canal operators had confirmed that skippers must contact them well before entering the leads and boats would never be instructed to proceed unless the canal was clear.
- Life Member Andrew Boon advised that:
 - The 5th edition of the Southern Tasmanian Cruising Guide was almost complete but good photographs of the area from Wineglass Bay to Port Davey were still sought.
 - AMSA (Australian Maritime Safety Authority) was considering ceasing the high frequency (HF) radiotelephone monitoring of distress and safety communication in Australia, effective 1 January 2022, and had invited submissions and comments on this proposal. Members were encouraged to visit the AMSA website for more information.

Next Meeting

The next General Meeting will be held on Tuesday 5 November 2019 at the Royal Yacht Club of Tasmania.

Close

The meeting closed at 8.30 pm.

FOR SALE!



Members Buy and Sell



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David Page. 62313360

Wattyl Paints
Scott Jarvis
62728533

Island Batteries
Kayne 62722943

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

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8-inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members



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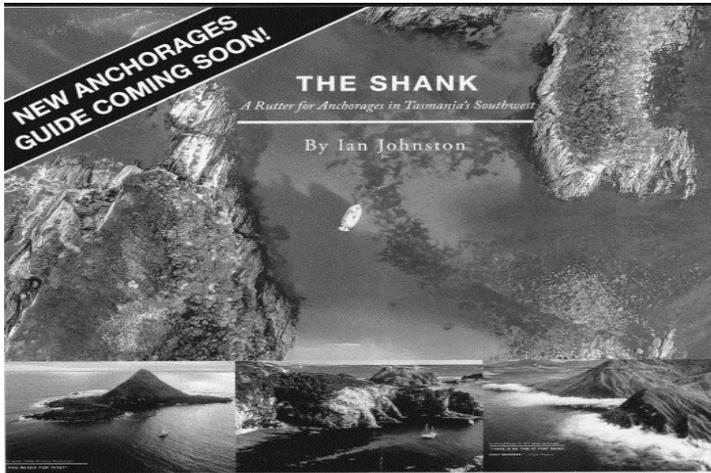


For bookings or
more information

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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