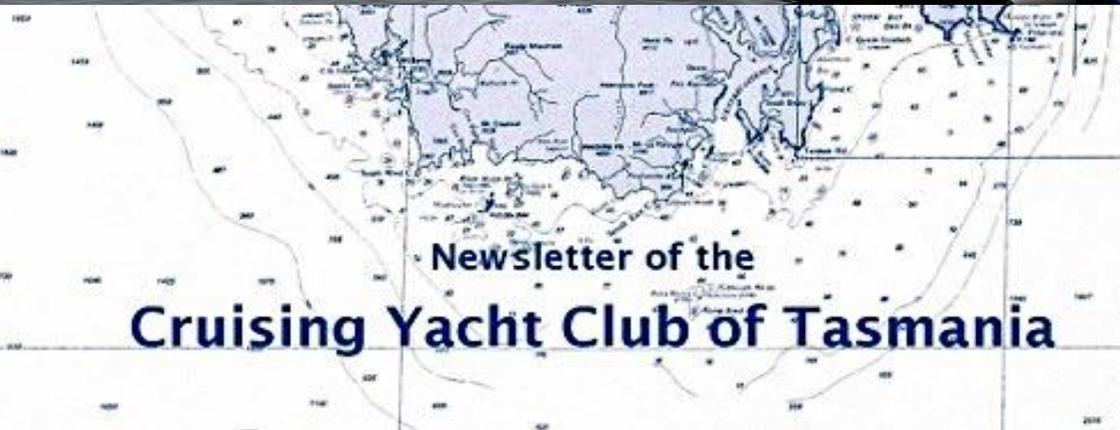




Albatross

Volume 45 No.12 December 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006
cyct.org.au

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Treasurer Shona Taylor	0403 249 529	<i>Easting Down</i>
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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)

Table of Contents

Table of Contents..... 1

CYCT Calendar.....2

Editorial.....4

Commodore’s Report.....5

Vice Commodore’s Report.....6

CYCT Cruising Calendar.....7

Membership Officers Report.....9

New members Report.....12

Dream Voyage Con't - Paul Kerrison.....16

Ripping Yarns - Christina Hay.....18

Great Taylors Bay Cruise Report.....19

Airlie Beach Cruise.....20

Women on Boats - Tracey Taylor.....24

Maid of Martha Wooden Boat Festival.....26

CYCT General Meeting Minutes November 2019.....28

Members Buy & Sell, Members Buyers Group.....30

Kettering Wooden Boat Rally.....31

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>December</u>	
Sun 1st	Safety Day - Barnes Bay
Tues 3rd	CYCT General Meeting and Xmas Gathering @ 5.00pm Venue: TasMaritime Radio. Domain Hobart
Mon 20th	WOB Xmas Gathering @ 6pm Mount Nelson
Tues 19th	Committee Meeting @ RYCT 7.30pm
Fri 27th	NYE Cruise Norfolk Bay to Quarantine Bay, Bruny Island

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



Well, here we are again **Christmas** time has flown by again. In so many cases our members will be preparing for long summer cruises and BBQs on the beach. I wish you all good cruising and fair winds, (not seen many of them lately, I am over the wind!!)

I would like to take this opportunity to wish you all Good Tidings for the summer break and look forward to all your wonderful stories in February. (Remember we do not have a meeting or a magazine in January, but I would appreciate some contributions

during January for the February edition.

The 2020 CYCT Photo Competition Calendar will be available For Sale at the General Meeting December, or by email order to the Editor @ \$20.00

Merry Xmas and a Happy New Year to all.
Fiona

Letter to Editor

Hi all

The Wooden Boat Guild of Tasmania and the Kettering Yacht Club is looking forward to hosting the Sixth Kettering Wooden Boat Rally. The focus of the event is for Wooden Boat Owners to get out on the water together for a weekend of messing about in wooden boats and meeting fellow enthusiasts in the evening to talk about all things woody.

It is now time for wooden boat owners that would like to participate in the Sixth Kettering Wooden Boat Rally next February to complete the Entry Form attached to register for the event.

Please distribute this email to your club members so they can register for the event.

Participants can register for the event in 3 different ways;

1. Fillout out the online form using the link <https://www.trybooking.com/BGHDT> and purchase tickets online
2. Print out the attached Entry Form fill in the required details and scan the form and email to the email address listed on the Entry Form. Transfer money to rally bank account which is detailed on the Entry Form
3. Print out attached entry form and post with cheque to the postal address listed on the Entry Form.

Information of the event activities that was sent previously is also attached as a reminder of what activities are in the program.

Gordon McGill
Secretary - 6th Kettering Wooden Boat Rally (Refer to back of magazine for more details)

Commodore's Report – Richard Taylor



Our club has had a very active year, a big growth in membership, some very well attended functions, great cruises, long overseas cruises by members some of whom have now returned, and a great cruising calendar for the new year.

The Albatross magazine has been well subscribed too with some very newsy articles and well-prepared photographs. The response to the Editors request for photos and the subsequent competition was a great success.

This year for the first time the photographs that were presented were judged and selected to be included in the inaugural CYCT 2019/2020 pictorial calendar.

This calendar will be available for sale at our next general meeting for \$20.

We have a limited number so be quick, they will make a great Christmas present especially if your boat is featured.

Our next general meeting is at the Tas Maritime Radio headquarters on the Queens domain on Tuesday 3rd December. Check your road map before you leave.

An email giving more details will be sent before the event.

This is a popular event and you can observe the radio room in action during the sched times. An outside BBQ will be arranged, it may get cool so dress accordingly.

Our new members lunch was held at the Bruny island Quarantine station on the 9th November, with over 80 people attending. It was great to see so many new members attend. The weather held out and a pleasant BBQ was held at the pontoon to finish off a great weekend. Thanks to Ian Barwick, Mick Way and David Mitchell for their detailed planning for this event, thanks also for the help from our members on the day, it was well run and no doubt be on our cruise calendar next year.

Our next event on the water is our Safety Day cruise to Barnes Bay on Sunday 1st December, this is a popular event, learn all about flares, fire them off, learn how to operate a life raft. Register on our website, it will be a fun weekend.

Our club members Alan Gluyas on his fine vessel "Argos" and Greg Hitchens have just departed Hobart for New Zealand. No doubt an interesting article will be forwarded to our editor for a good read, we wish them a soft landing.

Our club does not hold a general meeting January, we traditionally join in on club cruises over that period. Try and participate in these events, all details are available on our website or in our Albatross magazine. Our next general meeting is on the first Tuesday in February 2020.

I would like to take this opportunity to wish all our members a happy and safe Christmas and a most enjoyable new year, I hope to see you if you are out cruising over this period, it is so nice to meet our members where they really like to be, on a beach at sunset peering over a bay with yachts gently riding on anchor. Remember to fly your burgee.

Merry Christmas

Richard Taylor.

Vice Commodore's Report – Tony Peach



My personal congratulations to the sub-group that arranged the 'New Members Lunch' at Quarantine on 9 November. Good food and great company! Club vessels that attended the event were:

<i>Aziza</i>	<i>Elsie</i> 🌀	<i>Nebo</i> 🌀
<i>Blade Runner</i>	<i>Honey Wind</i>	<i>Rusalka</i>
<i>Cirrus</i>	<i>Irish Mist</i>	<i>Aziza</i>
<i>Cleo</i>	<i>Kakahi</i>	<i>Blade Runner</i>
<i>Crown Venture</i> 🌀	<i>Lemaris</i>	<i>Westwind</i>
<i>Easting Down</i>	<i>Mawson</i> 🌀	<i>Yaraandoo II</i>

On Sunday 10th, a few new members (marked thus =🌀) came aboard *Westwind* for some basic discussion on the use of radar. I detected that other members may have been interested in this discussion, but due to limited space in front of the radar location we had to limit the numbers of attendees. If you feel you missed out, the next time you are on a cruise and *Westwind* is along, don't hesitate to contact us and I could be persuaded to repeat the discussion.

Regulations for Preventing Collisions at Sea (COLREGS)

All club members should be aware of the COLREGS. I have received quite a few 'interesting' comments regarding the light system I use in conjunction with my anchor light. I employ a blue light that is mounted at the base of the mast and it illuminates the mast and spreaders. It is not required under the COLREGS, but when you realise the statistics of boats that are impacted when stationary at anchor, you may consider improving your own illumination methods.

DURING 2018 STATISTICS RELEASED BY THE U.S. COAST GUARD FOR U.S.A.

	Vessels involved	No of deaths	No of injuries
At anchor	211	27	71

While discussing the subject of adhering to regulations, it was good to see three members flying a spherical black ball (Day shape for vessel at anchor) during the above-mentioned event at Quarantine Bay. As the premier cruising club in Tasmania we should all strive to demonstrate to other vessels that we both know of and abide by the rules. It would be good to witness all CYCT member boats adhering to all regulations, and that includes display of a cone shape, point down when motor sailing! If you are motor-sailing and happen to be involved in an accident with no cone flying, you may struggle to convince your insurers of a claim.

On the 30th of November, the crew of *Intrepid* will be the cruise contacts for safety day to be conducted somewhere in Barnes Bay. Listen for the VHF broadcast on the day to discover the exact location.

The crew of *Crown Venture* will be your contacts for the Norfolk Bay cruise commencing on December 27th, Ian Johnston aboard *Juliene* is your contact for the Louisa Bay, South Coast cruise scheduled for January 13-23, 2020, and *Westwind* will be the mothership for the Southport cruise on January 24-27 which will be a night start. Make sure you check all your running lights beforehand! The usual practice of not publishing an Albatross for January I believe will prevail, and consequently keep a look out on the website for the extended East Coast cruise information scheduled for 11-23 February 2020. I recommend that you register.

This will be my last report for 2019, so may I wish you all a very happy festive season.

Tony Peach

Vice Commodore

Next Three Months Cruising Calendar 2019/2020

3 Months of cruising calendar - see below

	DATE	EVENT	DATE	EVENT	DATE	EVENT
Tue						
Wed			1-Jan-20	6. Norfolk Bay/Quarantine		
Thu			2-Jan-20	6. Norfolk Bay/Quarantine		
Fri			3-Jan-20			
Sat			4-Jan-20		1-Feb-20	
Sun	1-Dec-19	5. Safety Day -Barns Bay	5-Jan-20		2-Feb-20	
Mon	2-Dec-19		6-Jan-20		3-Feb-20	
Tue	3-Dec-19		7-Jan-20		4-Feb-20	
Wed	4-Dec-19		8-Jan-20		5-Feb-20	
Thu	5-Dec-19		9-Jan-20		6-Feb-20	
Fri	6-Dec-19		10-Jan-20		7-Feb-20	
Sat	7-Dec-19		11-Jan-20		8-Feb-20	9. Norfolk Bay

Sun	8-Dec-19		12-Jan-20		9-Feb-20	9. Norfolk Bay
Mon	9-Dec-19		13-Jan-20	7. Louisa Bay	10-Feb-20	9. Norfolk Bay
Tue	10-Dec-19		14-Jan-20	7. Louisa Bay	11-Feb-20	10. East Coast
Wed	11-Dec-19		15-Jan-20	7. Louisa Bay	12-Feb-20	10. East Coast
Thu	12-Dec-19		16-Jan-20	7. Louisa Bay	13-Feb-20	10. East Coast
Fri	13-Dec-19		17-Jan-20	7. Louisa Bay	14-Feb-20	10. East Coast
Sat	14-Dec-19		18-Jan-20	7. Louisa Bay	15-Feb-20	10. East Coast
Sun	15-Dec-19		19-Jan-20	7. Louisa Bay	16-Feb-20	10. East Coast
Mon	16-Dec-19		20-Jan-20	7. Louisa Bay	17-Feb-20	10. East Coast
Tue	17-Dec-19		21-Jan-20	7. Louisa Bay	18-Feb-20	10. East Coast
Wed	18-Dec-19		22-Jan-20	7. Louisa Bay	19-Feb-20	10. East Coast
Thu	19-Dec-19		23-Jan-20	7. Louisa Bay	20-Feb-20	10. East Coast
Fri	20-Dec-19		24-Jan-20	8. Southport (Night start)	21-Feb-20	10. East Coast
Sat	21-Dec-19		25-Jan-20	8. Southport (Night start)	22-Feb-20	11. Quarantine
Sun	22-Dec-19		26-Jan-20	8. Southport (Night start)	23-Feb-20	11. Quarantine
Mon	23-Dec-19		27-Jan-20	8. Southport (Night start)	24-Feb-20	
Tue	24-Dec-19		28-Jan-20		25-Feb-20	
Wed	25-Dec-19		29-Jan-20		26-Feb-20	
Thu	26-Dec-19		30-Jan-20		27-Feb-20	
Fri	27-Dec-19	6. Norfolk Bay	31-Jan-20		28-Feb-20	
Sat	28-Dec-19	6. Norfolk Bay			29-Feb-20	
Sun	29-Dec-19	6. Norfolk Bay				
Mon	30-Dec-19	6. Norfolk Bay				
Tue	31-Dec-19	6. Norfolk Bay				

Membership Officer's Report - David Michell



Well I am really happy to report that the New Member's Cruise and lunch to the Quarantine Station, Bruny Island went exceptionally well. As I am sure you can appreciate, to put an event like this together, given the vagrancies of everything, that not only did we have an exceptional turnout of both new members but as well existing members; I think I counted in excess of 80 CYCT members but around at least 16 plus club boats out in the Bay.

The now Famous seafood chowder was beyond reproach, with an amazing amount of seafood in the soup. That there was none left (even though we had about 32L of soup) speaks for itself. I am sorry for those who turned up a bit late and regrettably missed out on getting a bowl. I can hope that the BBQ may have made up for that in part.



I really would like to thank all who helped out not only in putting this day together, Richard and Shona, Mick Way etc but also all those who helped out in preparing the site, those who brought nibbles and cake, those serving the food and especially to Phil Garlick (Tong Master) in cooking the snags on the BBQ. A top effort everyone. Somehow, even the weather gods managed to look after us on the day with virtually little rain or wind to disturb the gathering.



New and Old Members enjoying the BBQ

In the evening, for those who stayed the night we got to enjoy a decent camp fire and another BBQ over some wines and beers.

I hope the new members who were able to attend enjoyed the day and got to meet and enjoy the company of other club members, such that they are encouraged to come on future club cruises and associated events.

Our next event is the club meeting at Tas Maritime Radio's headquarters on the Queen's Domain, which is always a good opportunity to view and experience first hand how this excellent and vital support service to the boating



community works. A BBQ is also planned for this event followed by a brief club meeting. I hope to see many CYCT members here.

Lastly welcome to our latest new club members, Stuart Mears and Garth Wigston, plus a hello to Steven Chopping and Kevin Landman who have applied for membership.

Until next time on the water or land. Cheers David Mitchell



New and Old Members enjoying the BBQ



Morning after New Members BBQ - Val on "Aziza"

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.

Whisper HR

Kevin and Mei Landman

Life of Crime

Steven and Julia Chopping

Storm Fisher

Gus Vans-Colina

WELCOME TO NEW MEMBERS***Veella***

Stuart Mears

Solquest

Garth Wigston

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 – Garth Wigston



Commenced boating career with my dad in the fifties with motorboat trips to Bruny on many occasions Helped with construction of 40 ft steel fishing type boat for a mate by using Huon pine for internal fit out; many trips to Maria, Coles bay, recherche and Port Davey

Had never owned my own boat so my wife Bev and I decided to purchase our own vessel (first involvement with a yacht but much more relaxing than racing touring cars throughout Aus. for Roadways!) First boat examined on 2004 happened to be Solquest owned by Richard Pringle-Jones Despite many inspections of many other craft on various locations around Aus. kept on returning to Solquest as a choice Built in Launceston by Garry Smedley for Roy Frith the Huon Pine and Mahogany yacht became part of our family in 2004 As in picture attached she is a resident of Kettering

Marina I became the skipper for a circumnavigation of Tas in 2013 for a fabulous venture with the well-known chefs of Gourmet Farmer fame. A great voyage for a sailing venture except for lack of wind! Just smooth seas and sunshine for the entire voyage!

Tough life

I compete in the Kettering Twilight and local events regularly with a great crew of friends

Am now retired having sold my business in 2018 of 40 years manufacturing Tasmanian Devil fishing lures that were sold throughout the world

Look forward to joining CYCT for future times

Regards

Garth

New Members Report – Jacquie Donovan

Thank you for welcoming Bob and I as new members of CYCT.

We are looking forward to participating in cruises, Women on Boats and meeting other members.

Our cruising story began in 2000 in Fremantle, we had just missed out on a Robert Perry, Passport and then became focused on trying to find another Perry. This search led us to Russel, Bay of Islands in New Zealand where we found "Isalei-Rua. a Canadian built 37 ft. sloop.

We left Fremantle September 2003, crossed the Bight and eventually made our way to New Year Island, Currie Harbour etc.

We were lent a mooring at Cygnet and fell in love with Tasmania. We visited Port Davey and after many months in Tasmania we left to sail up the East Coast of Australia and from Townsville onto the Louisiades.

We sold the Yacht in 2007 and came back to Cygnet to buy a house and settle down!

We did not settle for long, in March 2011 we sold up and went to France and bought a 16 metres Aluminium, British built barge, then spent the next 3 years traveling the Canals in France, Belgium and The Netherlands.

We returned to Hobart in 2014 and had often toyed with the idea of buying another yacht and eventually purchased Bonne idée, a Van der Stadt Pion in August 2017.

We have just this year joined BYC Cruising Section CYCT and have joined in one cruise so far and look forward too many more.

Jacquie Donovan

New Members Report – Kevin & Mei Landman

Whisper HR

Our yacht Whisper HR is a Hallberg Rassy HR42.

She is a well found sail boat. She has a water maker (essential in the tropics for frequent showers), a large Fridge/Freezer, a DC Kubota generator and 2 solar panels.

We left Melbourne in April 2010. We screamed up the coast to get to Darwin for the start of the Sail Indonesia Rally. Along the way we met the world cruisers who had crossed the big oceans to get to Australia. I was in awe of them. The longest passage we had done was seven days to New Caledonia (1988) in gale force winds with 6m waves, I still remember falling off the waves and the accompanying bang. We had sailed in the southern ocean when we circumnavigated Tasmania (2000 Rally).



The Sail Indonesia Rally organised by Raymond and Dewi Lesmana was superb. The highlights were the Orang Utans in Tanjong Putting NP in Borneo, snorkelling in Alor; the gorgeous custom dancing and welcoming ceremonies organised by the Rally.

We spent a couple of years in SE Asia. We enjoyed the land travel and especially the great friendships we made on the rally.

We decided to put Whisper HR up on a freighter from Singapore to Marmaris Turkey to avoid the pirates in the Indian Ocean. It took three weeks; in the meantime we flew to Istanbul, an amazing place. Didn't know we would see Moses's staff at the Tokapi Palace. Then over to Marmaris to meet the yacht.

We loved cruising around the Aegean, it is the birthplace of western civilisation. The ruins at Bergama were astonishing. You might know it as Pergamon if you've been to the Berlin Pergamon museum. The ruin hunters stole an entire Temple of Zeus.

Some of the Mosaics were stunning and gorgeous. But very little currently exists at the ruins. More immaculate mosaics can be found hanging in the stairwell in the British Museum.

We sailed from Fethiye into the Sea of Marmara. Visited Troy and Galipoli.

We were trying to enter the Black Sea but the Meltemi winds defeated us and we turned around and left for Greece.

We explored the Aegean, the Cyclades islands, the Dodecanese Islands, the Sporades and the Ionian Islands. Regretfully we didn't spend enough time there; it is the cream of the entire Mediterranean.

We sailed the Adriatic and the highlights were Kotor, Dubrovnik, Split, Krka Falls, Hvar and Venice. Sailing into the Venetian lagoon and getting a berth at the Diporto Velico Veneziano was very special. We were about 1.5km walk from St Marco.

We sailed back to Greece and went west. Under the boot of Italy, Sicily, Aeolians, dawdled in Sardinia, big jump to Barcelona and then Cartagena for winter.

We wintered in Marmaris, Turkey; Levkas, Greece and Cartagena, Spain.

We had been in the Med for so long we didn't want to jump straight to the Canaries from Gibraltar. We sailed up the west coast of Spain and Portugal to try to get to the UK. We got trapped in A Coruña by the northerlies. Boats arriving from the UK and Ireland would look at us in askance as to why we would want to go north. They usually had a rough time. We enjoyed Atlantic Spain and

Portugal. The Rias in Galicia were lovely and protected. Less tourists and very enjoyable seafood dishes.

We flew to the UK instead and did our homage to Nelson. We sailed south and joined the Atlantic Odyssey with Jimmy Cornell in Lanzarote, Canary Islands. The rally was visiting every island in the Canaries.

In the end we sailed from Grenada to the Bahamas. We didn't like the Caribbean on balance; particularly the area south of Martinique. It never felt safe and the poverty was grinding. We decided to go to the US east coast for the hurricane season; we went up the intercoastal waterway and got as far north as Baltimore. We had a terrific time in Washington DC at the Gangplank marina a couple of km from the Smithsonian.

We sailed to Havana Cuba and it is the Jewel of the Caribbean. The cruising on the south coast is pretty good too and evocative of the Caribbean about 50 years ago.

Down to Panama with no stops; picked up Terry our crew who flew in from Melbourne. Transited the Panama Canal and sailed to the Galapagos. The Galapagos is really astonishingly good. Regretted not spending the entire three months there; but the cyclone season limits everything we do. Spent every minute of the three months in French Polynesia. Jumped to Tonga and then NZ. The next year we went to Fiji, New Caledonia and we sailed into Coffs Harbour.

The trade wind belt where we spent most of the time sailing in the long passages twelve days from Cape Verde to Barbados, three weeks from Galapagos to Fatu Hiva. These passages were comfortable with fairly consistent winds. The swell was not onerous.

Seamanship learnt from these long passages were not substantial as I had initially surmised. In the years prior to the long passages we got better at understanding weather forecasts. We wait for the weather and refuse to compromise on safety. Kevin maintains the yacht to a high quality off shore sailing standard at all times.

Seamanship learnt on our sail to New Caledonia, Bass Strait, and Circumnavigation of Tasmania; truly prepared us for this blue water orbit.

Kevin and Mei Landman
Whisper HR

Dream Voyage cont. – Paul Kerrison

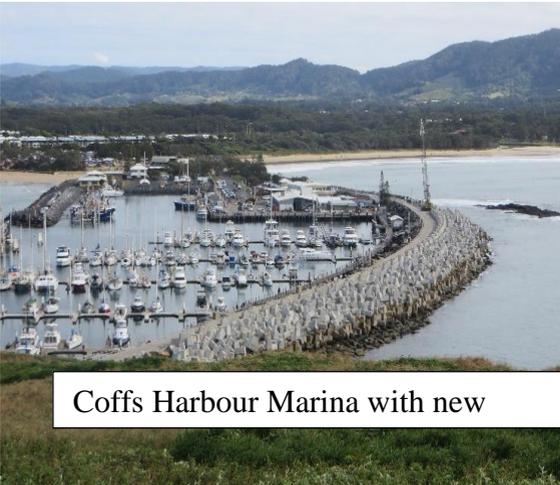


Paul and Rosemary Kerrison in Coffs Harbour

into Coffs proper or out to Park Beach Plaza (eventually calculating that we walk at 5.7klms hr) Also, if we needed to venture further in order to do provisioning etc. or to head out to Bunnings which is near BCF or maybe Dan Murphy's the marina ute was available for short periods. The obligatory daily climb up Mutton Bird Island to observe the sea.

The social scene in the marina was also quite lively as we were joined by other Hobart boats **Cia Bella, Eriskay, Roseanne and Karm**, Chris and Darren (CYCT members) plus other cruisers all heading north for the winter, many a good yarn and belly laughs were the order of the day. All during this period of time we kept a constant eye on the weather forecasts, waiting for the right window to head East should we go tomorrow or the next?

Sunday 3rd June wind had been howling all night, seas were up and the entry into Coffs Harbour was near impassable and the news came through that a container ship had just lost between 80 – 100 containers.



Coffs Harbour Marina with new

Coff's Harbour Marina became our home for the next 15 days. During this period, we had a visit from club members Chris and Ian Barwick who were doing a land cruise at the time, also Lisa and Shayne who cruised the Louisiade Archipelago with us in 2014 and then went on to cruise Indonesia for 2 years (staying onboard with us for a couple of nights, a really great catch up.) While there we hired a small car for a few days and explored the mountains to the North and as far south as Nambucca Heads. Most days we would go walking

Monday 4th conditions much improved and with further moderation to be expected over the next five days the decision was made to go the next day. During the day while advising Customs of our imminent plans to depart the next day we were made aware of another yacht a Beneteau 47 making ready for departure to New Caledonia that evening, finding and making ourselves known to the all-male crew it was agreed to run a sked on HF each day whilst at sea. After seeing them off we enjoyed sundowners with others onboard **Eriskay** before heading ashore for dinner. **Folie A Deux and**

Karm had departed for the Gold Coast earlier the previous week.

We had very enjoyable evening although I wasn't really happy with my meal at the time feeling it could have been better and made a mental note not eat there again should we be back in Coff's. Tuesday 5th, after clearing Customs we put to sea at 0945, outside the harbour conditions were good, a SE breeze of 10-15 kts, little sea on a low southerly swell of 1.5 – 2mtrs. Under full sail **Irish Mist** was enjoying being free from the marina. However the skipper who had been feeling a little off ever since eating dinner the previous evening, "**He of cast iron stomach**" suffered the effects of **MAL DE MER** for the very first time in his boating history, once getting rid of the dodgy dinner the effect was instantaneous relief and all was well.

Late into the evening 2000hrs Rosemary contacted the boat ahead who suggested we put a bit more north into our course as they had also done, due to a slight change in weather. Reefing down for the night run we changed our heading by 30deg N. During the next 12hrs the wind had gone further to the East and was building now 20-25kts with confused seas on a 2.-2.5mtr swell & occasional rain showers.

Conditions stayed this way for the next 12 – 15 hrs making for an uncomfortable ride. We had 2nd reef in the mainsail and half a headsail, that night (Wednesday) Rosemary was unable to contact the other boat trying several times. Earlier just on dark I put a third reef in the main as things worsened, not long after dark we were hit by a terrific thunder storm, torrential rain and building seas and the obligatory lightning flashes otherwise it was pitch black and not being able to see from which direction the next hit was coming from other than over the stern quarter it was a matter of putting in the companion way storm boards, trusting the pilot to keep us on some sort of track & hanging on, it was miserable. Surprisingly we only took green water several times which drained quickly and did not enter the interior.

I went below to get some **ZZZZZ**'s at approx. 2200hrs whilst Rosemary took over the watch, at 0100 Thurs she came below. I was awake as **zzzzzz**, s were a little hard to come by with **IRISH MIST** doing a lively dance. As Rosemary got into the lee berth I was suiting up to take over the watch when **IRISH MIST** suddenly rolled sharply out fell out from under my feet, but when she stopped with a bang and sat back up, I was still in mid-air, fearing the worst I instinctively adopted the airline crash position to protect the head before ending up half sprawled under the saloon table and hitting my ribs against the step up into the galley.

A quick observation of the interior from a seated position confirmed no water ingress nor visible damage other than some books thrown about. It was then that realisation set in and that my right foot was feeling warm and sticky. Rolling my wet weather gear up revealed a stream of thick red stuff running down the leg and a deep gash approx. 3cms long exposing my shin bone plus other smaller & less consequential abrasions.

Rosemary managed to get to the first aid kit whilst I did my best to stem the flow, after a lot of swabbing and getting multiple Steri Strips (tm) to take, I was finally able to apply pads and bandage while mayhem raged outside.

During this period we were conscious of a knocking on the bow, when I eventually made it forward along the deck I observed that our anchor had broken free of its restraint but fortunately the shank was still on the bow roller so it was a relatively easy fix in the conditions. Further observations revealed that our dinghy had slid sideways a little but was still firmly tied down everything else was a ok.

An hour later the weather abated dramatically, dawn brought clear skies and sun, the wind now SE at 10kts but we still had a huge southerly swell and confused sea to contend with.

After making a thorough inspection under floors, batteries, engine etc. and finding all good we were still upbeat and intending to continue on to New Caledonia. With **IRISH MIST** now back on course & making good headway with a full headsail & 2nd reef in the main all was well. Although I found working at the mast really painful, but just put it down to bruising in the side from where I had landed on the step.

Late in the afternoon this was all about to change as again we were confronted with another violent squall this time, we saw it coming and had already shortened sail, fortunately this was short lived and not as severe as the previous night lasting only a couple of hours.

It was during this time that Rosemary managed to contact the boat ahead at the agreed time only to find out why they did not answer the previous evening. They had been very busy securing their mast and retrieving equipment etc. from over the side without damaging the hull, after losing their headsail and forestay from the mast head, fortunately the boat had an inner forestay which kept the rig up.

But the best bit of news was that they now had glorious conditions seas had flattened wind had been steady for the last 14hrs at this stage we were approx. 150nm behind with the knowledge of better conditions to come we were spurred on.

Unfortunately, this was about to alter, coming off watch at 0300hrs Friday Rosemary advised me that she had noticed our pilot seemed to be working very hard and not really holding course. On investigation the rudder reference indicator on the control head showing far more movement to port than normal. Whilst Rosemary took the helm, I disengaged the pilot and with physical pain and difficulty found that link rod for the rudder reference had been bent, by something moving suddenly in the lazarette. Not being able to make repairs it was to be hand steering from now on.

Ripping Yarns – Christina Hay

A new teacher tries some reverse psychology on her Students.

“Everyone who thinks they’re stupid, stand up!”

After a few seconds, Gemma stands.

“Do you really think you’re stupid, Gemma?” the teacher asks.

“No, ma’am,” says Gemma. “But I hate to see you standing there all by yourself”

A man bought his wife a beautiful diamond ring for her birthday.

After hearing about his extravagant gift, a friend of his said: *“I thought she wanted one of those sporty four-wheel-drive vehicles”*

“She did,” he replied. **“But where was I going to find a fake Jeep?”**

Great Taylor Bay Cruise Report – Elaine and Michael Leishman

We had an early start, up at 6.30 and left Prince of Wales Bay just after 7am. Little wind so motored down to Sandy Bay, put the sails out but it was a fluke, frustrating morning, at least we had the tide with us, and the wind was in the right direction.

Entered the D'Entrecasteaux Channel back under motor, the wonderful AIS showed us coming at the rear of the fleet. It was turning out to be a glorious morning, our first sail of the season. The winds finally allowed us to sail from Simpson's Point and we arrived in Tinpot Bay at 3.15.

Tony had organized an afternoon walk ashore which was well attended, alas we arrived a little late, but the BBQ dinner ashore was not to be missed. It was nice to have a fire for cooking and meet up with our fellow club members. There were 14 boats at the Thursday BBQ which included Pandora, Bladerunner, Inca, Honeybee, Westwind, Obsession, Serenade, Serenity, Wavelength, Nebo, Westerly, Objective Lune, Irish Mist and Wanderer III.



Had a lazy start to the day on Friday, Tony reported on the radio to let us all know the latest weather forecast and sure enough at 10.30am the wind swung around to the West with gusts up to 34 knots. Everyone came up on deck to check their holding. Phil and Rosa on Inca were the first to up anchor and move to a slightly more sheltered spot. They had started a bit of an anchor shuffle and a few more followed their lead. That afternoon Tony organized another short walk ashore to north Tinpot

Bay followed by BBQ dinner. A resolution was passed, despite the club commodore not being present, that we needed a bobcat to flatten the ground out to stop members from rolling down the hill.

Saturday morning radio skeg and a vote was taken to head to Isthmus Bay. Serenade and Wavelength decided to go to Dover and Honeybee went up the Huon. Most of us were underway by 10am with a nice SW breeze for some sailing. We anchored at Aikens Point where we were joined by Easting Down, Heritage and Cleo. The weather was changeable with showers. An early gathering ashore saw a great fire going to keep us warm which did have to be dragged further up the bank due to the rising tide. Pandora's tender decided to float away so Richard Taylor quickly left in his dinghy to rescue it.

After a very calm night in the Anchorage a few of the group came ashore for a walk past Aikens Point and back up the hill to check out the resident kangaroos. Michael and Ann from Serenity caught the most fish, we won't say who drank the most wine but there were a few contenders. Thanks Tony and Lyn for leading the trip and supplying the BBQ. For us it was great to be back out on the water in Nebo, and we look forward to more club trips.

Elaine and Michael from Nebo.

Airlie Beach Cruise – Paul Fitzgerald



A year ago, we were adopted by a Valiant 40 in Airlie Beach. The boat was in a sad shape as it had been sitting in the marina for ten years, after returning from its third circumnavigation in 2008.

Our adoption is a long story, but the short version is we are friends with the designer, and this boat was the first Valiant 40 built, so it is a special boat to Bob Perry aficionados, as it was the first boat launched in the US and the second ever launched to his design. The Valiant 40 is the boat that launched Bob's career.

It had taken us a year of visits to Airlie to get the boat in shape to head south, a pleasant distraction throughout the Tasmanian winter, and we headed back to Airlie mid-September ready to catch the northerlies. The description of our trip follows, these are the emails we sent to friends.



1. We are back at Airlie Beach preparing for our trip south to Mooloolaba. Running around the Whitsundays the motor seems happy. We recalibrated both the autopilots yesterday, and they seem fine after their repairs.

We also sorted out some bugs in the rig such as sticking mainsail slides and new reefing lines. Hoping to head out by the weekend, the winds are still southerlies but it's time to go.

The trip is around 500NM, we are hoping to do it in staged day runs, so it will be slow. I am used to belting these things out with overnight runs, this leisurely cruising stuff is a bit new to me.

2. Reporting in from the marina in Rosslyn Bay, our first cellular coverage in four days. this part of the run involves remote island anchorages and one headland. We are still stuck in south easterlies, it's getting a bit tiresome motoring into a swell, and the winds have been on the nose the whole time.

Beautiful weather and scenery. High tides and a constant tidal current running up and down the reef make passage planning interesting.

The coastal runs have plenty of water, but all the anchorages are very thin. we anchored last night with 5.6 meters under the keel, in a four-meter tide. I was up through the night checking the anchor watch and there was 1.2 meters under the keel at low tide, this was in the deepest part of a beautiful anchorage called Pearl Cove.

The places we anchored have had all sorts of fun with tidal streams and swell, it's a different place to Tassie. I really don't understand what a boat with 1.8 meters draft is doing on the reef...

On day 2 Triny came down with fevers, aches and a sore throat. She had managed to pick up the flu somewhere, so she slept and moaned for two days. She is coming around today.

The last day started with the usual heading swell, but finished with a seven-knot sleigh ride in a following sea. We covered fifty miles in nine hours, and made the marina in time to check in, have a shower and eat at the restaurant, so things are good.

Boat is holding up well, has a great motion even when the bow is thirty degrees in the air. Motion below is even better than on deck, and we haven't been seasick at all. Only broken stuff so far are my old pairs of sunglasses and reading glasses, I take them on and off so frequently to check the Navionics Pad...

Our weird stern gland leaks, you might recall it is the one hidden inside the V Drive. Each night I pump some grease in and it stops, but it's a constant chore. This is a double seal unit, like a Vetus, and was rebuilt when the gearbox was replaced just before we bought the boat, but I am kicking myself for not throwing it out and replacing it with a Volvo seal, which I could see as well as touch.

It will have to be replaced sometime soon; I just hope we don't have to stop the trip to get it done.

So, a bit of R&R here in Rosslyn Bay, and hoping the northerlies turn up soon.

If you are interested in looking them up, our anchorages so far have been in Goldsmith Island, Digby Island, Duke Islands and Pearl Bay. Marinas so far in Mackay and Rosslyn.

3. Tied up at Urangan Marina, at the northern end of the Great Sandy Strait, came into the marina a half hour after a spring low tide with 600mm of water under the keel.

We left Rosslyn Bay with a promise of three days of north easterlies, and it was delivered!

This would normally be a four-day trip, but the price of favourable winds is unfavourable anchorages, they are all point anchorages sheltered from the southeast but exposed to the north.

So, we did an overnight run from Rosslyn Bay to Bundaberg Saturday and Sunday, and a day run to Urangan today. Weather was reasonable, seas a bit rolly with the following swell, but otherwise unremarkable. No anchorages, just marinas.

The forecast is for strong south easterlies for a few days, so we are here for a while.

The next passage, through the Great Sandy Strait, is tricky for a boat with 1.8m draft. There are a couple of spots we have to pass on high tide, then a notorious bar at the southern end, the Wide Bay Bar. I have had a long chat with a friend who lives and sails round here, so I have all the latest info, but it will still be a piloting challenge.

Once through the bar our destination is an open ocean run of around sixty miles to Mooloolaba, possibly another overnighter if I can't find the right conditions to cross the bar in the early morning. I would prefer to be at sea at night, rather than entering a new port at night, so time will tell. If we are lucky it will be a good run, if not we will have to make the best of it.

Boat and crew are holding up well.

4. We are tied up in Mooloolaba, which is the end of this part of the trip. We plan to leave the boat here for a while and visit and work on it here. There are a couple of reasons for this, first it is far enough south to be out of the cyclone zone. It is also within car reach of Tassie; Airlie is too far, and we were always flying to visit the boat.

We are also keen to explore the option of keeping a boat here for the next winter, it is good to be able to escape the Tassie cold.

So, the trip...

We left Urangan Thursday am to navigate the Great Sandy Strait, around forty miles of narrow, shallow channels behind Fraser Island. Some of the channels only have enough water for our draft

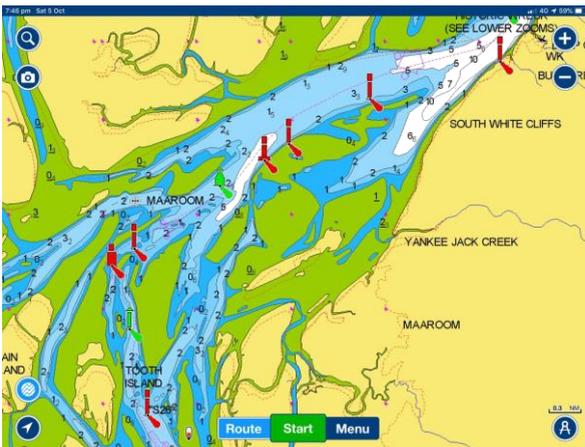
at high tide, so timing was critical. Happy to report all went well, the shallowest part we saw was about one metre under our keel.

But the best laid plans can still go awry. The shallow area was pretty busy, it being high tide and all, but just as we entered the most difficult part, just south of South White Cliffs, we were passed by a flotilla of 22 Rivas, between forty and sixty feet, on half plane!



You have no idea how distracting this can be, especially when we were navigating the narrow channel mainly by Navionics, as the markers can be a bit off sometimes.

This area is probably the most difficult navigational challenge in Australia, needless to say Rivas have now climbed past Jet skis on our hate list.



Anyway, we eventually found our way to the southern end of the Straits, to find our Riviera friends had commandeered the whole of Pelican Bay, our planned mooring for the night. They lit it up the anchorage like a city the whole night.

So off we went to find our own anchorage behind Fraser Island, and had an Idyllic night at Elbow Point, on the west of Fraser Island, the worlds largest sand island. It is a national park and is famous for its dingoes, we could hear them howling at dusk.

Our next navigational challenge is crossing the Wide Bay Bar at the end of the Stait, back into the Coral Sea. This is another exercise best left to high tide, and involves virtual waypoints provided by the local Volunteer Marine Rescue station, as the shifting sandbars make the leads and lights useless within months.

Fortunately, the Rivas had crossed earlier in the morning at half tide, so we were unmolested and crossed the bar on schedule at midday, and headed for a point anchorage at Double Island Point ten miles to the south, for the night.

Unfortunately, wind and swell changed through the night, it was really bouncy, and I was constantly checking on the anchor, which held well with a 4:1 scope on 3/8 chain. We are learning to love our Manson Ray in these sandy anchorages. Our local friends had warned us about this anchorage, but we really had no option. When we caught up with them in Mooloolaba, we were able to confirm their opinion of the point.

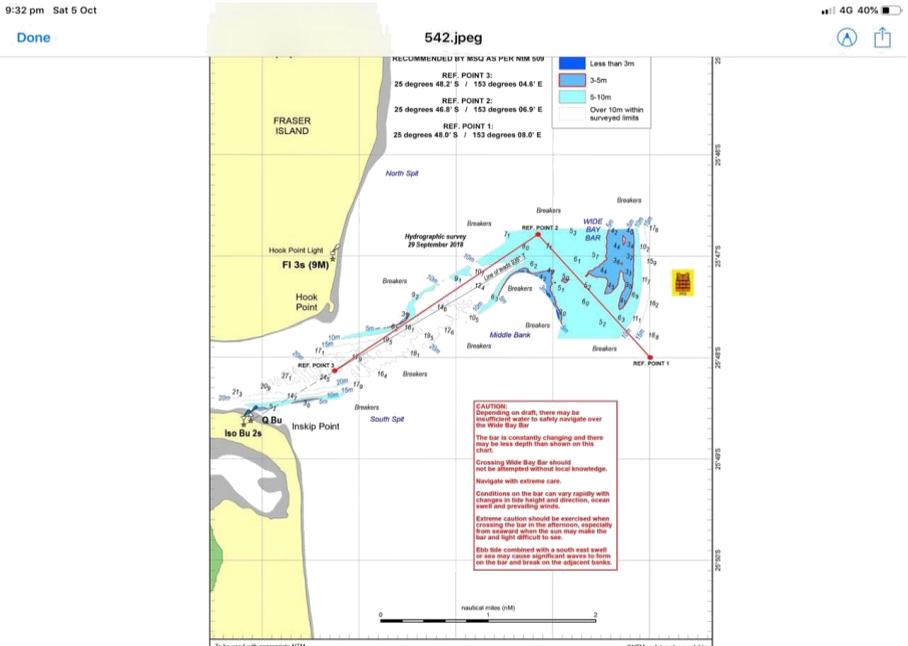
At first light, we left for the fifty mile trip to Mooloolaba, had a nice quick run reaching all the way, and surfed into the narrow channel to tie up at another marina.

The boat has held up well, I think the alternator bearing might need some work, it whistles on start-up. Interestingly, the stern glad has settled down. I think the problem was it was packed with blue trailer bearing grease when it was rebuilt, and I have been using white water pump grease.

When I checked it early in the trip there were hard grains of blue grease on the shaft, I suspect the original stuff had dried out, now I just have traces of white grease when I check the shaft.

We have done a lot of motoring, the Yanmar 4JH has used a bit less than 3 litres an hour at 2000rpm and 5.5 knots. The repaired autopilots have been fine. There is a short list of gear we want to replace, like the depth meter, which is hard to read, but no major issues.

So, we will put the boat to bed over the next couple of days, and head home to work on the house then off to Denver to visit the kids for thanksgiving.



WOB. Matt Orbel presents Shipboard AIS versus Internet AIS

The WOB November meeting was very well attended, with 26 ladies, keen to learn more about the differences, pros and cons of Shipborne AIS versus Internet AIS, such as "Marine Traffic" apps.

Matt Orbel from Insight Marine, gave us a very Interesting presentation, outlining the options available for Shipborne AIS transponders and receivers. As Matt is an enthusiast, he has been monitoring Marine traffic in the channel area for five years. He operates a terrestrial AIS receiving station and contributes data to several vessel traffic monitoring websites.

This enabled him to highlight the variety of Marine Traffic using the Channel, through a small time lapse video of Hobart Show Day. It was interesting to see the difference between the time-lag of the Marine Traffic App as opposed to the Shipborne AIS, in real time.

The Importance of a well functioning aerial aboard your vessel was highlighted with examples given of poor quality connections and connectivity and therefore AIS transmission.

Matt believes that with AIS data available over the Internet through smart phones and vessel monitoring Apps such as a Marine Traffic, many uses are choosing Internet AIS over dedicated shipboard receivers, primarily for lower cost and ease of implementation.

Pros and cons were discussed with time critical, accurate information or collision avoidance being one of the biggest advantages for Shipborne AIS.

Advantages of AIS MOB devices were also outlined, with a warning of how to store safely, avoiding strong magnetic fields, such as those surrounding high current cables, to ensure accidental activation does not occur.

Overall It was an informative presentation which definitely highlighted the importance of having accurate, up to date data, which could make all the difference In Collision avoidance, especially In high traffic areas.

Our next gathering for WOB will be held at Val Nichols home for the WOB Christmas party. This will be from 6 pm on 9th December. Details are available CYCT website. Thanks for everybody's support throughout 2019. Looking forward to seeing you on the water over Summer. Happy and safe cruising everyone.

Our first WOB meeting for 2020 will be in February. A timely email will give the relevant details.

Cheers, Tracey Taylor.

Women on Boats – A Checklist for taking Friends/Casual Crew

(Compiled by Catrina Boon and Wendy Le Cornu)

1) Ensure they understand that all plans are weather dependent

Explain that you will not be locked into a timetable; make sure there is a Plan B if the boat can't get to the designated assignment point on time.

2) Provide a clear description of the boat

Show a floor plan and highlight where they will be sleeping; where the safety equipment like fire extinguishers, First Aid Kit, life raft etc are located; tell them what you have done in terms of boat maintenance and preparation to ensure their safety and comfort; make sure switches, valves and lines are clearly labelled on your boat

3) Email them this list and suggest they arrive one day early

You might like to do the final provisioning together. You can also do a relaxed 'hands on' run through of starting the motor, using the radio, checking they understand how life jackets, epiirbs, safety lines etc work. Talk about the Man Overboard procedure (have this written somewhere). Discuss long passage rules and routines.

4) Explain food and alcohol policies – especially if fridge space is limited Discuss a menu. Show them where the food is stowed (provide a 'food map') so they can help themselves, but explain your expectations re consumption, re-wrapping etc. Insist on acceptance of the boat's alcohol policy.

5) Establish expectations about hygiene and water usage

Explain how to avoid blocking the sillage pumps (hair is best washed on deck); use and cleaning of toilet; toilet paper system; limited water supply

6) Suggest they bring things that will amuse them in quiet times

Books, games, laptops etc but explain about use of battery power for lights and charging points for electronic toys

7) Tell them to leave suitcases behind

Bring soft bags; only bring things that it will not break their hearts to lose overboard

8) Give them a list of things they will probably need

- Waterproof clothing
- Hat and sunburn cream
- Shoes and sandals that are okay to get wet; good on a boat deck and good for hiking
- Lightweight travel towel
- Swimming gear
- Torch or headlamp
- Earplugs/IPod for sound sleeping if the boat noises bother you
- Enough clothes that frequent visits to a laundromat aren't necessary, but not too much because space is limited;
- Slippers and socks for cold feet at night
- Seasick tablets that work for them
- A goodies bag full of snacks (they can also have this in the cockpit during their shift)
- A grab bag to keep important items together for taking shore or abandoning ship

9) Tidiness is the key to survival and friendliness

In a confined space everything has its place and should be returned to that spot

10) The skipper is the skipper – all ideas and opinions will be listened to, but the skipper has the final say which must then be respected

**The best people to have on board are those who are prepared to help.
They are always welcome.**

Maid of Martha at the Wooden Boat Festival- courtesy “Off the Wind” Sandringham Yacht Club monthly magazine.

“We are in” was the phone call I had been waiting on for 2 months since submitting the application for **Maid of Martha** to be included to the 2019 wooden boat festival in Hobart. The wooden boat festival runs over 4 days and is widely acknowledged to be the largest event of its kind in the southern hemisphere and second in the world to the Fete Maritime held every 4 years in Brittany, France. This also was the beginning of a flurry of sandpaper paint, pots and polishing cloths as this is the ultimate show and shine bi-annual event for wooden boat owners.

Maid of Martha is a ketch rig motor-sailor powered by a Gardener 6LW engine with a Yanmar generator designed by Ken Lacco and built by Alan Lacco in 1970 with Huon pine carvel planks over steam-bent Celery Top pine frames and finished internally with African Mahogany. It was commissioned for the Bowen family, as a live aboard cruiser and apart from extensive coastal and South Pacific cruising, has spent most of its life at Sandringham. Andrew (Mitch) Mitchell purchased made of Martha in 2003.

On Friday 1st February Andrew, Chris Thompson, David Roberts and Dave Richardson, began the first part of the month-long cruise via the many beautiful bays and quiet stunning vistas of the East Coast of Tasmania. With overnight stops in Skeleton Bay, Wine Glass Bay, Shoal Bay on Mariah island and Opossum Bay in the Derwent River. They arrived at Constitution Dock as scheduled on Thursday 7th February, in time to prepare for the arrival of new crew for the Sail Past which marks the opening of the festival weekend.

For those who have not ventured to the festival or have the great privilege of sailing or motoring on the Hobart waterways, this opening event is not to be missed. The River came alive with wooden boats of all descriptions from Canoes and Kayaks through too small fishing boats and tenders, steamboats, fishing trawlers, yachts of all sizes and descriptions motor-sailers and tall ships.

The festivities continued on shore as it was lined with thousands of spectators enjoying the view and waiting on the return of the vessels to enable closer inspection. Once back at the Dock, the weekend truly commenced. It is estimated that approximately 250,000 people visit the festival over the four day weekend. Many of the tall ships offered cruises on the Harbour and tours of the vessels when in Dock, but a chat with any on board owner was likely to elicit an invitation to come aboard to visit their pride and joy. For an event of this magnitude, the atmosphere was laid back and friendly.

The festivities did not stop at the Wharf. There are extensive pop up and established dining options, the Maritime Museum of Tasmania and the Dechaineux Theatre which hosts the National Maritime Museum International Wooden Boat Symposium featuring an array of both Australian and international presenter. There was also Blundstone Shipwrights Village the Wooden Boat Film Festival, various boating accessory franchises in the Maritime Marketplace, demonstrations of Wooden Boat building and of course the famous Salamanca market and the experience of exploring Salamanca Place.

Likely more miles were covered by foot over the four days, than sailed on their voyage to Hobart. Admittedly one of the greatest pleasures for us, were the members of SYC, together with friends and relatives who visited us during the festival. Unfortunately all great events must end and a slightly revamped crew consisting of a suitably exhausted Andrew, Chris, Ian (Tech) Richards and Greg Holmes departed on the Tuesday for a cruise in company with the Cruising Yacht Club of Tasmania (CYCT) starting with a welcome barbecue in Quarantine Bay, Bruny Island, south of Hobart.

The cruise proceeded further South, then upriver on The Huon River, over the next few days to Huonville, which was no small feat, given the occasional submerged log along the way. The next major stop was Kettering, where we hosted an onboard dinner for Quentin and Fiona Tuxen, former SYC members who retired to Kettering some 15 + years ago.

Fiona is now on the committee of the CYCT and the editor of their magazine "Albatross" and was surprised to see the curtains on **Maid of Martha** are the original ones she made for the boat longer ago than she cares to remember. Greg had to part company with us at Kettering and we preceded back to Hobart, where Chris also departed and was replaced with Glenda Hart and Mark Sayer for the return trip to Melbourne. We again departed Hobart on 22nd of February travelling back up the East Coast for our first night at Fortescue Bay. Next day we had a stopover in Wine Glass Bay in preparation for catching the Tide through Bank Strait, on our way to Thunder and Lightning Bay on Cape Barren Island. As the weather was extremely kind, snorkelling revealed truly beautiful Reefs and extensive fish life, as was also the case for the next night at Prime Seal Island.

The islands and reefs of Bass Strait easily rival and even surpass more widely known tourist destinations in Queensland with the added benefit of very few visitors. Our last night was at the northern tip of Flinders Island in Killiecrankie Bay where we had the privilege of meeting the "Mayor" of Killiecrankie who was rather adept at poaching our crew to help lift his Cray pots. Unfortunately, no crays were found which certainly justifies a rerun voyage sooner rather than later. Our 30-hour direct passage to Queenscliff reminded us that Bass Strait can test us all, as we spent a good percentage of our night trying to avoid multiple storms with spectacular lightning bolts hitting the water - too close for comfort. Outrunning these is a mission at 7 knots. Nevertheless, we arrived at Queenscliff unscathed on the 1st March for a very welcome hot shower at Queenscliff Cruising Yacht Club and our final leg to Sandringham the following day.

Many thanks to our wonderful crew Andrew Mitchell and Glenda Hut

Cruising Yacht Club of Tasmania Minutes of General Meeting held at RYCT Tuesday 5th November 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm and welcomed members and guests. He also welcomed members Darren Schmidtke and Bob Buchanan, who had recently returned from extended sailing trips.

Attendance

Eighty people attended the meeting, including guests Graham Mitchell, Bruno Andolfatto, Garth Wigston, Fabien and Milly Fery and Mae Tanner. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

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

Guest Speaker

Club member David Tanner introduced the Guest Speaker, Michele Meffre, who spoke about her sailing adventures with her husband and children. During Michele's presentation, David Tanner showed her documentary "Two Angels in Paradise".

The Rear Commodore thanked the Michele for her presentation and David for his assistance and presented Michele with a CYCT Cruising Plaque.

Minutes of General Meeting held on 5 October 2019

It was moved by Ottmar Helm, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 5 October 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 new member Bishwa Oakes (*Mawson*), who introduced himself and gave a brief summary of his boating history. Bishwa advised that Mischi Sigrist was an apology for the meeting.

Treasurer – Shona Taylor

The Treasurer advised that mainly due to the increased number of new members and the subscription increase, the Club's year to date figure was \$12,500, which was ahead of the budgeted \$9,700.

Vice Commodore – Tony Peach

The Vice Commodore reported that:

- A successful Show Day cruise had been held in Great Taylors Bay and Simpsons Point over four days, and sixteen boats had participated.
- The next scheduled event was the New Members' cruise on Saturday 9 and Sunday 10 November at Quarantine, Bruny Island. For members who had joined in the last twelve

months, the Vice Commodore would conduct two brief sessions on radar onboard *Westwind* on Sunday 10th, commencing at 10.00 am and 10.30 am.

- A “Safety Day” cruise would be held on Saturday 30 November and Sunday 1 December in Barnes Bay. Club officials would demonstrate the recommended activation method and storage of emergency flares. For any member with out-of-date flares, approval had been provided by MAST to test fire on Saturday. An old inflatable life-raft would be available to be activated, and if activation was successful, members would have the opportunity to endeavour to climb in fully clothed and wet.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting, but her report is in the *Albatross*. Shona Taylor advised that the next Women on Boats session was scheduled for Monday 11 November at the RYCT, with dinner at the Prince of Wales hotel.

Editor – Fiona Tuxen

The Editor’s report is in the *Albatross*. She advised that the winner of the photography competition would be announced in December.

Expressions of interest were sought for the proposal to publish a CYCT calendar incorporating the photographs submitted for the competition, including the name of the photographer, boat name and location of the photograph. The proposed calendar would also include details of the Club’s scheduled cruises. A favourable response was received from those present, and this proposal would be explored further.

Membership Officer – Dave Mitchell

The Membership Officer’s report is in the *Albatross*. He welcomed to the meeting new member Stuart Mears and also Garth Wigston, whose application for membership was being processed.

He advised that it was anticipated that over 70 people would attend the New Members’ lunch on Saturday 9 November, which would commence at 12 noon. The National Parks and Wildlife Service had given approval to hold the function at the shed at the top of the hill at Quarantine, Bruny Island. Pre-payment of the \$15 fee was preferred but it would be possible to pay cash on the day, although large notes would not be accepted. The lunch would consist of seafood chowder plus a barbecue and was free to new members. All attendees were required to bring their own cutlery, drinks and chairs. Depending on weather, an informal evening barbecue could be held near the Pontoon, but this would not be a Club organised event.

Commodore – Richard Taylor

The Commodore advised that:

- The new Membership Directory had been published and was available for collection at the meeting. It would be mailed to those members who had not collected it. He thanked David Mitchell and Shona Taylor for all their hard work in producing this publication. It had been agreed that subsequent new members’ details would in future be published in the *Albatross* each month, on a rolling new members’ page.
- He encouraged members who had suggestions on the running of the Club to contact any Committee member to discuss their ideas.

- The Club's application for a screw mooring barge at Quarantine was still under consideration by MAST.

General Business

Club Member Kathy Veel spoke about the Sailors with Disabilities program, which is a private not for profit organisation, run by donations and volunteers. She sought expressions of interest from anyone who would be willing to assist children with special needs on a two-hour sail from the Derwent Sailing Squadron. The program was called "Winds of Joy" and would run from 12 – 26 February 2020. Flyers on the program were made available at the meeting for anyone interested in assisting in this program.

Next Meeting

The next General Meeting would be held on Tuesday 3 December 2019 at TasMaritime Radio headquarters, Queen's Domain. Members were invited to watch the 5.33 pm Sked, and a "Bring your Own everything" barbecue would be held at the conclusion of a short meeting.

Close

The meeting closed at 9.00 pm.

FOR SALE!



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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

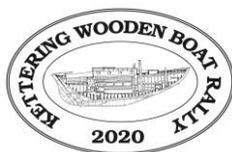
Friday: BBQ at the KYC Clubhouse after the race

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



**ENTRY FORM 2020 KETTERING WOODEN BOAT RALLY Friday, Saturday & Sunday
7th - 9th February 2020**

Please enter me in the Event(s) ticked below. Sailing vessels, motor boats, dinghies and canoes are welcome to join in the fun, but all participating vessels must have wood as their principal construction material.

**Friday evening twilight event (also open to other non-wooden yachts)
Keel Yachts, (Saturday and/ or Sunday Event)
Rowing or paddled vessels, Sailing Dinghies
Motoring Boat Rally**

Helmsman's Name _____

Name of yacht/boat _____ **Sail Number** _____

Club (If Applicable) _____

Class or Type of Boat _____ **Year of Construction**

LOA _____ **Beam** _____ **Draft** _____

Hull Colour _____ **Rig** _____

Propeller Details (2/3 blade or folding) _____ **Other identifying features**

By entering the Kettering Wooden Boat Rally on water events, and signing the following declaration, owners/skippers of all yachts are declaring that they meet AS Category 7 Safety Requirements and have a Third Party Liability Insurance Policy (minimum \$5,000,000). Powered Vessels must comply with MAST safety requirements, and carry a Third Party Liability Insurance Policy (minimum \$5,000,000).

Declaration for all entries: I agree to be bound by the current Racing Rules of Sailing (RRS) of the International Sailing Federation, and the Prescriptions and Special Regulations (SR) of Australian Sailing (AS) and the current sailing instructions published by the Kettering Yacht Club.

I acknowledge that AS Rule 4 Decision to Race places sole responsibility for deciding to participate in a race, or to continue racing, on the individual skipper.

Name:.....

Signature: _____ **Date:** _____

Owner/representative Contact Details:**Address:** **Postcode****Home Telephone:**..... **Mobile:**.....**Email:**

Please supply a picture of your vessel. Photographs can be a good quality print included with your entry form or a digital image sent by email to kwbr@woodenboatguildtas.org.au. Photos will be displayed at KYC during the Rally.

Entry Fee: \$25.00 if received before Friday 31st January 2020; Late entry Fee \$25.00

Social Events: Please indicate the likely number of participants from your vessel taking part in any of the following:

Saturday Lunch at Peppermint Bay Hotel as part of the small boat rally (at own cost)

Saturday night dinner at Kettering Yacht Club (cost \$20.00/ person Pay at venue)

Sunday night dinner and presentation night at Kettering Yacht Club (cost \$35.00/ person Pay with Entry)

Number of participants attending Sunday night dinner that require vegetarian meal

The Saturday night dinner will be an Indian Curry buffet and the Sunday night dinner will be a 3 course Roast Dinner. There may be limited places available for the Sunday night function.

Berths in the marinas at Kettering are very limited and the committee will coordinate with the marina to see if a berth can be provided if required. (First come first served). If you will require a berth at Kettering on Friday, Saturday or Sunday night, circle one or more: Friday Saturday Sunday

Entry Forms should be forwarded by 31st January 2020 to: Kettering Wooden Boat Rally 6 Care of Kettering Post Office Kettering Tas 7155

The Committee may accept late entries, after 31st January and up to Saturday 8 February. A late fee of \$25 will be levied.

Please include a cheque for the entry fee with your entry form. Payment can also be made by direct deposit: Account name – Kettering Wooden Boat Rally, BSB 06 7105, Account Number 10352221. Please identify your payment by name. Cheques should be made payable to Kettering Wooden Boat Rally.

Payment for the Saturday Night Dinner will be at the venue (Kettering Yacht Club) on the weekend of the event and Sunday Night Dinner with entry registration. Places at the dinners will be limited because of the venue's capacity. Tickets will be sold on a first-come first served basis.

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 informing a member of the Committee

When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.



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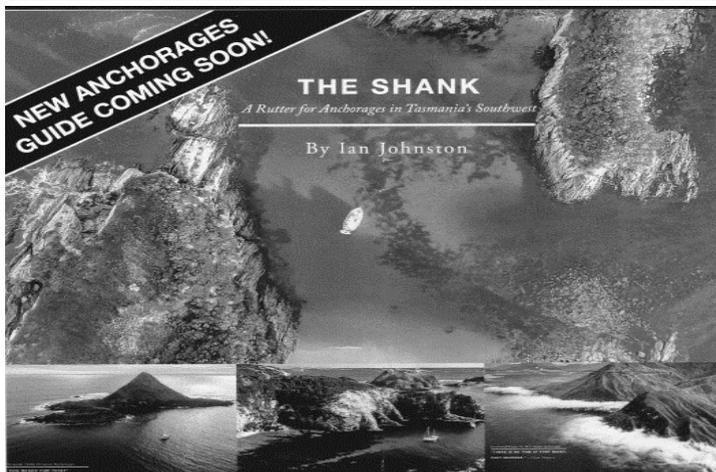


For bookings or more information

62674418

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— Paul Cullen, Director, Australian Wooden Boat Festival



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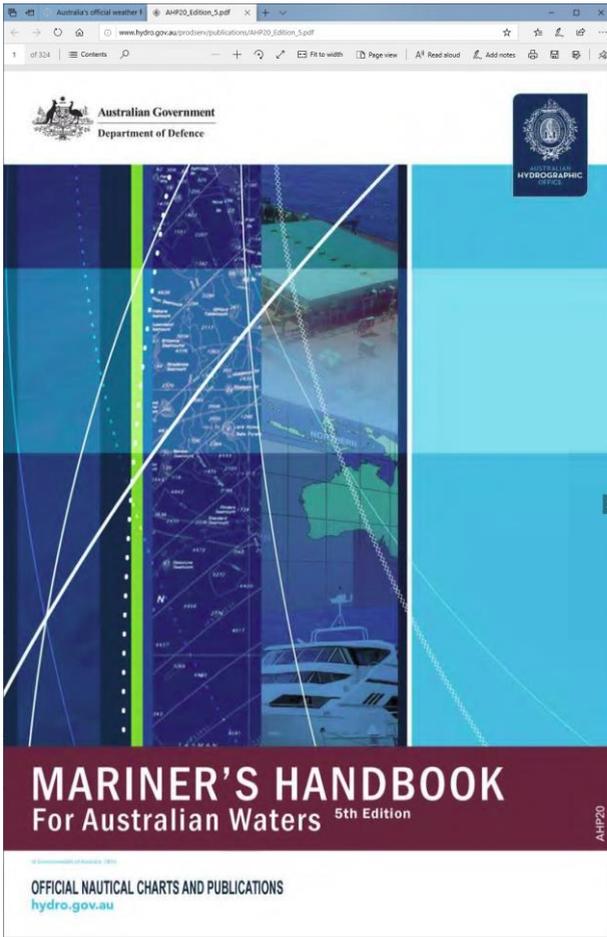
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

http://www.hydro.gov.au/prodserv/publications/AHP20_Edition_5.pdf

The Handbook is mainly aimed at commercial vessels, but it gives an enormous amount of information of value to cruising yachtsmen. Well worth a download!

Regards,

Andrew Boon
0400 651 532





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