



# Albatross

Volume 46 No.1 February 2020



Newsletter of the  
**Cruising Yacht Club of Tasmania**

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

**Committee Members**

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

**Life Members**

Erika Shankley    Dave Davey    Chris Creese    Kim Brewer    Andrew Boon

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**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 20<sup>th</sup> (there is no *Albatross* in January)

Cover page: *Cheers! Sommers Bay sundowners. Pic by Mark Stephenson.*

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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. 32

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

<b>CYCT CALENDAR</b>	
<b>February</b>	
Tues 4th	CYCT General Meeting @ 7.30pm RYCT Speaker: Paul Stephanus, General Manager AWBF
11 <sup>th</sup> to 23 <sup>rd</sup>	Extended East Coast Cruise
Mon 17th	WOB Meeting @ RYCT 5.30pm
22 <sup>nd</sup> to 23 <sup>rd</sup>	Close to Home _ Quarantine Bay Cruise, Bruny Island
<b>March</b>	
Tues 3 <sup>rd</sup>	CYCT General Meeting @ 7.30pm RYCT Speaker: Richard Beven, Vice Commodore RYCT
6 <sup>th</sup> to 9 <sup>th</sup>	Cygnet Labour Day Weekend Cruise
Mon 16th	WOB Meeting @ RYCT 5.30pm
Tues 17th	Committee Meeting
28 <sup>th</sup> to 29 <sup>th</sup>	Prince of Wales Bay Cruise, INCAT Tour and BBQ

### **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**



Happy New Year fellow Cruising Members. I hope the New Year sees you well and relaxed, having maybe taken part in some of the Club Cruises. During the holidays Quentin and I, added to our fleet with a Walker Bay 10 Sailing Dinghy, as yet to set it up for sailing as only just returned from Melbourne, but look forward to some fun in the near future. The new dinghy tho' is primarily a tender to Ocean Swan.

The following are snap shots from a successful New Years Eve BBQ in Trial Bay.



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**Commodore's Report – Richard Taylor**


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Our last General Meeting for 2019 was held at the TMR headquarters at the Queens Domain, it was atrocious weather with the wind and rain determined to stop any construction of our BBQ tent and meal setup, I think we lost, fortunately we could sit inside for our meal.

As it eventuated we had some 45 members attend our meeting all just fitting inside their premises, we observed their radio room facilities and met a number of their extremely hard working volunteers, I really find it amazing that the whole operation is manned by these dedicated people who really have our safety as their priority for being there. I urge our members to add to their annual subscription to TMR something extra for their coffers.

It was a memorable meeting with good gathering and a nice ending to 2019.

The year of 2020 has come with a rush, it has been active start for our club with a great Norfolk Bay cruise commencing late December (almost 2020) organised by Mark and Russell on "Crown Venture". A good attendance with over a dozen boats attending, great locations in Norfolk Bay selected for overnight stops and of course the culinary delights that now seem to be setting higher standards at the evening gatherings.

An evening stop at Snug beach was a nice wind down before the finale of the cruise for the New Years Eve gathering at Trial Bay, just south of Kettering. We had 47 people attend with 17 who arrived by car or walked. This great spot had all the benefits that suited all members. The bay has a nice floating pontoon, very sheltered from anything from the West, terrific BBQ facility with gas supplied by the local community group, extremely clean and tidy. As it turned out we had the whole facility to ourselves.

From what I heard only a few of the hardy and seasoned survivors saw in the New Year of 2020.

The Louisa Bay cruise lead by Ian Johnston commenced on January 24th and has just returned as I write this report. From what I heard it was a memorable experience with some fabulous stories and pictures to hit the press, no doubt you will learn more about their exploits. I believe the latest technology is the use of drones to capture the amazing experiences, a bit different now to the Box brownie of the past.

I welcome our new members to our growing ranks and take great interest in their introductory articles in our Albatross magazine, it is a great way to learn very quickly about them and their adventures and experiences. We do hope that they find our club enjoyable and meet like-minded people who just like being on boats and on the water.

Our February meeting should be well attended with an interesting guest speaker who our Rear Commodore will inform you of and, also some interesting guests and potential new members. Please remember to wear your name tags, as memories and eye sight are a youthful attributes as we all remember, (with no offence). It does help in our club to wear them,now.

The forthcoming east coast cruise in February will be a great cruise to attend, Tony Peach your Vice Commodore will be the cruise contact and as always will be well prepared and you will all be well informed along the way. Easting Down will be attending after our recent out of water slipping experience at the domain slipway, I never thought that I would have to fully scaffold around a boat on hard stand before I could use a piece of sandpaper on the hull, changing times !!!.

2020 will be an exciting year for our club, I urge you all to continue to attend our meetings where possible, contribute to your Albatross monthly magazine, attend our planned cruises, enjoy our dinners at the RYCT , encourage new members and last but not least consider your participation in the future of our club by offering your services at committee and executive level later this year.



## Vice Commodore's Report – Tony Peach



The traditional absence of the January *Albatross*, has created quite a back-log of cruising events to report on.

**Safety Day** which was conducted at Sykes Cove on November 30<sup>th</sup>. thanks to Ottmar and Elizabeth Helm of *Intrepid*, had the following club boats in attendance:

<i>Blade Runner</i>	<i>Intrepid</i>	<i>Nebo</i>	<i>Sheokee</i>
<i>Easting Down</i>	<i>Irish Mist</i>	<i>Obsession</i>	<i>Trim</i>
<i>Heritage</i>	<i>Lemaris</i>	<i>Pandora</i>	<i>Westerly</i>
<i>Honey Bee</i>	<i>Life of Crime</i>	<i>Rusalka</i>	<i>Westwind</i>
<i>Xantia</i>			

The **Norfolk Bay** cruise from 27<sup>th</sup> December to January 2<sup>nd</sup>, which culminated on **NYE** at Barnes Bay and was ably arranged by Mark Stephenson had the following vessels in attendance at some stage of the cruise:

<i>Blade Runner</i>	<i>Daliance</i>	<i>Heather Anne</i>	<i>Sheokee</i>
<i>Cirrus</i>	<i>Easting Down</i>	<i>Intrepid</i>	<i>Trim</i>
<i>Crown Venture</i>	<i>Entourage</i>	<i>Pacific Haven</i>	<i>Westwind</i>

Vessels that joined in for the NYE function at Trial Bay along with several members who arrived by vehicle were:

<i>*Lemaris</i>	<i>*Life of Crime</i>	<i>*Rubicon</i>	<i>*Yarandoo II</i>
<i>*Honeywind</i>	<i>*Mystic</i>	<i>*Storm Boy</i>	

Ian Johnston guided some adventurers along the south coast to **Louisa Bay** from the 13<sup>th</sup> to the 23<sup>rd</sup>. of January. The boats that completed this journey were:

<i>Julienne</i>	<i>Cleo</i>	<i>Trim</i>	<i>Valima</i>	<i>Stella</i>	<i>White Rose</i>
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As of January 16<sup>th</sup>. apparently, all boats in the fleet had returned to Recherche Bay safely. Due to the *Albatross* submission deadlines I have not been able to report on the attendance by boats to the "Night cruise to Southport" (24-27 January).

On a serious note, during the afternoon of 3<sup>rd</sup> November, three club boats were noted to be in Trumpeter Bay (the east side of Bruny Island). The reason other members investigated the location of this mini fleet was the overheard VHF radio broadcast by one of these yachts to a commercial

vessel that was approaching the mouth of the Derwent. Our member requested that the commercial vessel take evasive action because one of the club boats was disabled. We later discovered a blocked fuel filter was the cause, but this yacht was not 'disabled' because it was capable of being sailed. Additionally, the location of the disabled yacht was approximately two miles remote from the commercial vessel, (viewed on AIS) and it would be obvious the commercial vessel was headed for the Derwent and not Trumpeter Bay. It should be noted that it was not the disabled yacht that contacted the commercial vessel, but another club boat, without prompting by the disabled vessel's skipper.

Flippant use of the radio by members is disappointing. I am mistaken that CYCT members are all sufficiently experienced to know of the correct procedures.

Following, I quote from the "*Mariners Handbook for Australian Waters, 5<sup>th</sup> edition*".

**8.10 Recreational boats have a responsibility to stay well clear of large vessels. Small craft are prohibited from impeding the passage of big ships in channels.**  
**8.12 Under the COLREGs, a power-driven vessel underway shall generally keep out of the way of a vessel under sail. However, there are provisions in the COLREGs for example, where a vessel under sail cannot impede the passage of a vessel in a confined channel or fairway. Yachtsmen are advised to be fully familiar with the details of the COLREGs.**

I bring these facts to members' attention, because this summer has seen a significant increase in large commercial traffic around the northern end of D'Entrecasteaux Channel. This comprises now, on occasions, three ferries transiting the Kettering-Robert's Point run to/from Bruny and many aquaculture service vessels. Remember that these commercial vessels:

- Have blind spots for the helmsman that can extend hundreds of metres in all directions
- Large ships cannot alter speed or course quickly
- A large ship may sound 5 or more blasts on its whistle/horn, if it believes there is the risk of a collision. Any small boat should take immediate evasive action.

It is recommended where possible to:

- Cross shipping channels perpendicular to the commercial traffic flow
- Keep a good look out
- Fit a radar reflector. However, at close range you may not provide a signal due to the elevation of the commercial ship radar rotating antenna.
- Fit and utilise AIS. Turn it off when in port to avoid false alarms
- Keep your VHF radio on and tuned to channel 16.
- Do not make any unexpected course alterations when in the vicinity of commercial ships.
- If you are motor-sailing in daylight, then display an inverted cone day-shape.

Not so seriously, a new splinter group of CYCT members I understand to be named **MoBs** (Men Over-board) convened their first meeting with a view to concocting the future format. Apparently, there were four attendees including one woman. I am not at liberty to advise any other details because it is '**secret men's business**'!

## Next Three Months Cruising Calendar 2020

3 Months of cruising calendar-see below

DAY	DATE	EVENT	DATE	EVENT	DATE	EVENT
Wed					1-Apr-20	
Thu					2-Apr-20	
Fri					3-Apr-20	
Sat	1-Feb-20				4-Apr-20	
Sun	2-Feb-20		1-Mar-20		5-Apr-20	
Mon	3-Feb-20		2-Mar-20		6-Apr-20	
Tue	4-Feb-20		3-Mar-20		7-Apr-20	
Wed	5-Feb-20		4-Mar-20		8-Apr-20	
Thu	6-Feb-20		5-Mar-20		9-Apr-20	
Fri	7-Feb-20		6-Mar-20	12. Cygnet	10-Apr-20	14. Tasman Peninsula
Sat	8-Feb-20	9. Norfolk Bay	7-Mar-20	12. Cygnet	11-Apr-20	14. Tasman Peninsula
Sun	9-Feb-20	9. Norfolk Bay	8-Mar-20	12. Cygnet	12-Apr-20	14. Tasman Peninsula
Mon	10-Feb-20	9. Norfolk Bay	9-Mar-20	12. Cygnet	13-Apr-20	14. Tasman Peninsula
Tue	11-Feb-20	10. East Coast	10-Mar-20		14-Apr-20	14. Tasman Peninsula
Wed	12-Feb-20	10. East Coast	11-Mar-20		15-Apr-20	
Thu	13-Feb-20	10. East Coast	12-Mar-20		16-Apr-20	
Fri	14-Feb-20	10. East Coast	13-Mar-20		17-Apr-20	
Sat	15-Feb-20	10. East Coast	14-Mar-20		18-Apr-20	
Sun	16-Feb-20	10. East Coast	15-Mar-20		19-Apr-20	
Mon	17-Feb-20	10. East Coast	16-Mar-20		20-Apr-20	
Tue	18-Feb-20	10. East Coast	17-Mar-20		21-Apr-20	
Wed	19-Feb-20	10. East Coast	18-Mar-20		22-Apr-20	
Thu	20-Feb-20	10. East Coast	19-Mar-20		23-Apr-20	
Fri	21-Feb-20	10. East Coast	20-Mar-20		24-Apr-20	15. Dover/Cygnet
Sat	22-Feb-20	11. Quarantine	21-Mar-20		25-Apr-20	15. Dover/Cygnet
Sun	23-Feb-20	11. Quarantine	22-Mar-20		26-Apr-20	15. Dover/Cygnet
Mon	24-Feb-20		23-Mar-20		27-Apr-20	
Tue	25-Feb-20		24-Mar-20		28-Apr-20	
Wed	26-Feb-20		25-Mar-20		29-Apr-20	
Thu	27-Feb-20		26-Mar-20		30-Apr-20	

Fri	28-Feb-20		27-Mar-20			
Sat	29-Feb-20		28-Mar-20	13. Prince of Wales Bay		
Sun			29-Mar-20	13. Prince of Wales Bay		
Mon			30-Mar-20			
Tue			31-Mar-20			

## Rear Commodore Report David Bowker

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Every one seems to be very busy or cruising in February so we have been really lucky to get Paul Stephanus to speak to us. As those of you on the AWBF mailing list will know, Paul is the new General Manager for the AWBF. His talk is titled "*The Australian Wooden Boat Festival: 2021 and Beyond*". Paul will tell you a bit about himself and he is really interested in hearing ideas from members on how to make the AWBF even better so come along on Tuesday 4<sup>th</sup> and have your say.

For the March meeting we will bring you the inside story on the Sydney Hobart race. Our speaker will be Richard Bevan, Vice Commodore of the RYCT. Richard was heavily involved with the race and was on the start boat in Sydney and was back in Hobart for the finish.

If you would like dinner at the RYCT, please order before 6pm.

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**Membership Officer's Report - David Michell**

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This is going to be a very brief report since fundamentally for myself and membership matters it has been exceptionally quiet. Christmas, the Sydney to Hobart and the New Year celebrations have come and gone.

In respect of CYCT membership aspects I actually have nothing to report on, given no new applications have been received since my last report in December.

In terms of boating activities, asides going out on a friend's 60 ft yacht for a day sail on the day after Boxing Day down to Richardson's Beach and return (watching some of the larger yachts coming up the river which was impressive), and helping antifoul a friend's yacht that has been about it for myself re boating activities.

Let's hope that for other members though it has been a bit more eventful and that you have had time out on the water enjoying yourselves.

Until next time on the water or land.

**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.

*Cantabria*  
Rowan Wylie

**WELCOME TO NEW MEMBERS**

***Whisper HR***

Kevin and Mei Landman

***Life of Crime***

Steven and Julia Chopping

***Storm Fisher***

Gus Vans-Colina

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

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**New Member Directory From Nov 2019 – 2020**

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*Halcyon 11* – Brett & Janet Rutherford

*Mawson* – Biswah Oakes & Mischi Sigrist

*Whisper HR* – Kevin & Mei Landman

*Life of Crime* – Steven & Julia Chopping

*Storm Fisher* – Gus Vans-Colina

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## Norfolk Bay Cruise December 2019 – Mark Stephenson

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At last, some decent weather after an exceptionally long and cold spring ! The Norfolk Bay cruise started with a warm 10 to 15 knot North Easterly wind. This wasn't perfect for those heading from Hobart and the Channel, but for the 5 boats in Lime Bay on the night before the cruise, it was a very easy motor, without any wind, across to Connellys Bay for the first night. Very protected from the NW to the NE with a long white sand beach, quite a pleasant spot to overnight before or after the Canal which is only a few miles away to the east.

*Crown Venture* hosted sundowners and that was fun with 18 bodies onboard. A little squishy perhaps yet everyone had room to mingle and catch up with friends not seen for a while. Next day we moved to Callum's Beach, becoming well known as a good anchorage in SE to SW weather. Just west of Cascades Bay there is no name on any chart or guide, so we named it after our dog Callum. Tas Maritime Radio have it logged as an anchorage, and I expect with a little more usage I can go to the Nomenclature Board and have it permanently named !



*Iron Pot during the calm and sunny morning. Pic by Catrina Boon.*

The day was very warm and we had gentle breezes from the opposite direction than forecast. I found if there wasn't much wind in Norfolk Bay, the breezes always blew into the bays, similar to a sea breeze effect, regardless of which coast you are on. Ashore for a get together, this time a Curry Night, with everyone bringing along something to share. And what a feast ! All very different flavours, even a fresh caught curried flathead, along with papadums and pilafs and chutneys. I felt everyone rose to the challenge exceedingly well and we got to enjoy a big range of and styles and flavours.

Low tide was at 1710 just as we ventured ashore, and the beach had easy access with only a hop, skip and jump to the dry sand under the overhanging sandstone cliffs. A bit sunny initially but shade was available not far to the west. And the evening was spent in mostly light weight clothes, most unlike the usual spray jackets and thermals that are required for afternoon shore excursions.

As the forecast had a light N wind from about 0400, some boats moved at sunset across to the east of Cascades Bay, tucking in under a headland for a bit more protection. Those that remained were comfortable but woken with that slapping on the hull indicating a change in wind and wavelette direction.



*Elegance afloat! Catrina Boon enjoying having staff. Pic by Shona Taylor.*

Next stop, Somers Bay. Stronger NE wind forecast and a very protected anchorage in NW to NE winds. Another warm day with club members seen on paddle boards, swimming, beach walking, and two even walking to Murdunna. That is only 1hr 15 mins away. You have to wonder ???

Somers Bay has an active Progress Association and an all tide jetty, a level area with tables, benches and chairs for use of locals and visitors, in exchange for a donation. The

toilet and the BBQ are no longer onsite. This was the location for Sunday's get-together. No wood fires possible due to fire restrictions, so the trusty gas burners were taken ashore and, after an entrée of garlic infused abalone and wine infused fresh caught mussels, the group enjoyed their main courses in a very comfortable location. Knowing we had to leave the site as we found it, everything was taken back to our boats.

Very settled evening with a few social visits amongst members. No fish resided in Somers Bay, despite efforts by eager anglers.

With the return to Quarantine Bay planned for Tuesday coinciding with fresh W winds, the suggestion was to depart Monday morning in lighter NE winds before the NW winds built in the afternoon. *Crown Venture* was up at 0530 and shore for the dog walk, before departing around 0600 for the suggested anchorage at Snug Beach. Others in the fleet followed as the sun got higher in the sky with arrivals during the early afternoon. In Snug ofcourse the wind came from the NE, up to about 15 kts, before a rapid wind shift to the NW and increase to 20 kts. This preceded a squall with winds gusts recorded on *Pacific Haven* up to 48 kts with the tops being blown off the waves. With a very sticky bottom and lots of chain out, no boats moved in the gusty conditions. This was the 40 degree day predicted for Hobart, but I felt it mid thirties in Snug with a gradual lowering as the front passed us. The rain was a welcome to wash down the boats.



*Snug Bay during the afternoon squall. Pic by Mark Stephenson.*

Ottmar and Elizabeth onboard *Intrepid* suffered a disruption with their dinghy flipping over, sadly with the outboard head down in the water. Whilst it showed early signs of revival, I haven't heard if there is life after Snug for the little one. Conditions continued to ease, and a foray ashore was possible for sundowners. Not possible to cook anything though,

the 20 kt wind was blowing biscuits off the platters, and empty chairs into the water. Callum was tied to one and was not amused to be blown down the beach !

Another gentle night at anchor, and an early start for *Crown Venture* to get back into her berth at the DSS before the confounded 20kt NW wind got up again. She is a big girl and very difficult to berth in a cross wind so Russell and I motored north while the fleet continued south onto Trial Bay for New Years Eve celebrations.

My thanks to Vice Commodore Tony Peach for providing guidance on this my first time as Cruise Contact. And I was very pleased to see that so many were involved and enjoyed the CYCT Norfolk Bay Cruise.

Vessels in the fleet included *Crown Venture*, *Heather Anne*, *Intrepid*, *Trim*, *Dalliance*, *Blade Runner*, *Entourage*, *Cirrus*, *Pacific Haven*, *Westwind*, *Sheekee* and *Easting Down*.



*Curries on Callum's Beach. Pic by Shona Taylor.*

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**Book Review- Erika Shankley**


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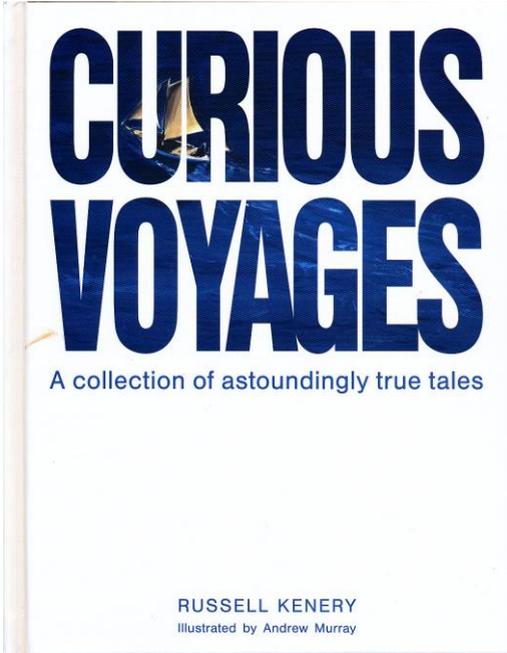


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**Curious Voyages – A collection of astounding true tales**

Author: Russell Kenery

Illustrated by Andrew Murray



*“The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.”*

*William Arthur Ward*

Sailing has been part of life for humankind for centuries, either for trading, exploration, or just pure pleasure. This collection of tales is not a history of sail, but a voyage through centuries of curious sailing adventures.

Published in 2019, it's thanks to the Maritime Museum of Tasmania's digital publication "Summer Reading" that I came across this book in Rolph's Nautical Gift and Bookshop.

The collection of curious nautical tales are extraordinary, spanning the ages from earliest times when St Brendan sailed "on a mission from God", circa 530AD and reached the shores of America long before Christopher Columbus. Twenty centuries

later the sleek-hulled racing yacht, *Ausmaid* sailed in the Sydney to Hobart Yacht Race. Despite a false start, she went on to win on handicap. "The chance for mistakes is about equal to the number of crew squared" said Ted Turner.

In between there's narratives about exploration and superb seamanship amid storm-tossed seas with sketch maps tracing the course of each voyage.

As a collection of short stories, this publication makes easy reading, every story being just long enough to fill in your off-watch hours.

A really good read

*Erika Shankley*

**WOB. Xmas gathering**

Our Dec gathering for WOB was held at Val Nichols home, Hostess with the mostess the WOB Christmas party was a wonderful evening, with over 30 ladies attending, including some new faces who are looking to join the cruising yacht club in 2020.

The highlight of the evening was seeing what each lady had created in response to the task for the party, which was to create something using a recycled product. There were some ingenious responses, creative and Inspiring. No end to the imaginative and often stylish outcomes.



A convivial, and delicious repast was savoured and a few stories were shared, along with plans for the coming year.



And now here we are ready to leap right In to sailing again. Having just returned from the Louisa Bay cruise, It was fantastic to see from the 6 vessels, 4 WOB attending.

Please note our first WOB meeting for 2020 will be the 17th February @ the RYCT 6- 7.30 pm.. We have an amended meeting day, which will now the be third Monday of each month.



A well timed email will remind you of the updated meeting schedule for 2020.

Enjoy the summer sea breezes, Cheers,

Tracey Taylor.



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**South West Coast Cruise 2020 – David Webb and Susan Tuma**


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( I use the term loosely as most people associate cruise"" with leisurely sailing).

The party of six are **Juilene**, with Ian, and crew Elaine and Michael from **Nebo**

**White Rose**, with David and Susan

**Stella**, with Barry and Tracey

**Cleo**, with Phill and Julie

**Trim**, with Al, Di, and crew Dick, Heather and Perky, the baby Sea Wombat

**Valima**. with Stefan and Bronwen



**Louisa Island**

With the forecast winds, the cruise was delayed from leaving Recherche Bay until Monday. We had left Prince of Wales Bay early afternoon, with thoughts of getting down the channel to miss the projected strong winds. Just as we left the marina, we caught a strong gust. Oops, we might have left a bit late. By the time we reached Garrow shoal, we had 40kts from the west, 25 metres of visibility with squalling rain and clenched buttocks. Oh God, what have we let ourselves in for?



Fortunately, it passed, however the winds were enough that we decided to pull into Barnes Bay and pick up the CYCT mooring. So we were well protected from the winds which now were from the SW. Cleo and Trim had also left and were now tucked in behind Simpsons Point.

We spent Saturday in a safe haven while the winds blew in the channel.

**Stella** and **White Rose** left Barnes Bay and rendezvoused with Valima off Kettering and we motor sailed south in very light breeze.

### **Stella**

The sun shining and very pleasant, however as we know, its changeable down latitude 43 degrees. We had first decided to follow an old track into Recherche, inside Black Reef, Blind Reef and Foxy Breaks. On approach, the swell was running about 2 metres and the wind was hovering around 20kts from a southerly direction. The seas were standing upright and the reefs were pumping.

From a westerly with short sail up, and sailing at 8 knots to dropping to 4.5 knots punching into big seas was invigorating, (refer to Captain Understatement) and we followed a south course to get a good angle into the Bay. The reefs and Foxy Break were stunning in their awesome power and beauty, however we were glad to be several hundred metres to windward and looking forward to the relative shelter of Coal Bins Bay.

We met **Trim and Cleo**, with **Juilene** joining us a little later.



Up early Monday, we had a most unusual visitor swimming and swanning around us with no apparent alarm or concern. A Fiordland penguin was watching us. This is a rare sighting of this well-travelled bird which is on the vulnerable list.

Our little fleet set off, with the plan to hug the south east coast, checking out anchorages and other points of interest. Mouldy Hole, despite its name looks like a great anchorage to ride out a NE to SE

### **Trim**

blow with it just around the corner from Recherche. South Cape bay was pumping white water off South Easy Cape as we worked our way around. Passing Shoemakers Bay, we approached Hen and Chicken Islands, which are shown as "un-surveyed" on most charts. We were astern of Juliene, as Ian bee-lined to the gap between Chicken Island and Point Vivian. Our Chart said 1.5 metres. With Ian showing no deviation, I felt compelled to ask what his draft is knowing it is less than **White Rose**. "Relax

", he said. "I have been through here dozens of times and I promise you 10 metres all the way""

He was right of course, there is 10 metres all the way through between Hen Island and Point Vivian, however there is a rock which is at least 7 metres down just south of Point Cecil. Not that I didn't trust Ian, but I was watching my lovely forward sonar, just in case.

We passed Prion Bay and checked out Deadman's Bay. Another beautiful bay with a terrible name, that is worth a look.

Lousy Bay approached. What was it with the old naming of these places? This coast would have been one scary place in the days of wind sails only. There is clear water 25-30m right up close to the shore.

We arrived at Louisa Bay in the afternoon. The day was clear with blue skies and light clouds. The day mileage shows 41.9 NM. The high mileage a



### **Rocks at entrance New Harbour**

result of checking out a lot of bays and inlets. It is far less with a direct line. We tucked up inside Louisa Island in 3 metres. There is a lot of kelp to the far east end under the island. We dropped anchor 1/2 way along. Then came the "Sea Breeze" (more like Sea Gale), from the SW. We were hobby horsing around on anchor big time and had dragged about 50 metres with 45 metres of chain out in 3 metres of water. We took our chances with the kelp bed and went East. The wind dropped eventually. A lovely "sundowners", a general reacquaintance with old friends and met some new friends. The North facing side of the island is full of homes to Short Tailed Shearwaters and Little Penguins. We were able to look, very quietly and carefully at a chick about a metre up its burrough. In a small sea cave nearby was a penguin watching carefully. That night at dusk a few of us took the opportunity to watch as hundreds, (thousands?) of Short Tailed shearwaters(



### **SW Cape Valima and Juliene**

It seems Stefan is the “Wombat Whisperer”. Perky became a regular visitor to sundowners and made friends with us all. It is suggested this is the first ocean going wombat, and Perky’s adventures of life onboard should become a children’s novel.

The swell does wrap around the island slightly therefore it can rock a little when sleeping, (or trying to sleep). Flopper Stoppers anyone?

Tuesday morning saw cloudy conditions with a haze, and breeze. We left the east anchorage, as the wind abated. Louisa Bay west, Anchorage Cove west beckoned, so after the grand distance of 1.2 NM, we anchored in the cove. This is a delightful cove and well sheltered from anything from the west. We took tenders around the bay to the north of the cove and pulled into an unnamed name, or a name to reflect something other than



doom, gloom and desperation. I am going to call it early and say “**Juliene Inlet**”. This little inlet was stunning, fed by a creek, with lightly tannin coloured water, the colour of which was reminiscent of a nice Earl Grey tea.



**Crews enjoying fishing ( Ian Johnstone)**

Mutton birds if you will) coming home to roost and feed the chicks. As this awesome show of nature reached its finale, the next started as Little penguins then started to come ashore and waddle past us.

It was reported there was a baby aboard Trim. This seemed unlikely however, you never know what some people pack for a Cruise Perky the Wombat is the very definition of cuteness. Heather has lost count of the orphans she has nursed and released.



which had a large and healthy marine environment. We caught enough abalone for the fleet to enjoy over the next few days and I donated the abalone with Trim's name on them that I caught for them, to return the favour for the squid. I saw a 700 mm gummy shark, lazing along. I swam after it and caught it by the tail to its great surprise. As I was not sure if it was a shark sanctuary and as we had a good feed of squid and abalone, it was released without harm, except a bruised



### **White Rose I**

or a hammer. In this instance, Stefan took the hammer approach and it worked with them catching up at anchor later. As it was about 8 PM when we left, the sun was hanging low, like the words to "The Crycle". "The sun is shining like a red Rubber Ball". OK, so the song is a bit sad, and the song is about the morning sun, but it's the best I can come up with. At dusk, with the aforementioned sun on our port side we motored past Cox Bluff. The sea was "BIG". The rocks exploding with white walls of spray and foam. As day darkened, we approached the guardian rocks outside of New Harbour. In the outer harbour we had about 1 metre swell.

is not charted but very visible at low tide, and obvious from the large kelp on the surface at high tide. In the neck of the harbour, squid were jumping onto everyone's jig except for mine. I felt quite inadequate, however, thanks to **Trim** catching all the ones with my name on them, they donated my squid back to me without the need for me to clean them. Very kind of you Trim. Thank you, you are welcome next trip. The kelp beds near the point called, and Phil, Stefan and I took to these beds

ego.

A cook up and sundowners followed. As we returned to the boats, the sea breeze was kicking again, as regular as Metamucil, when Juliene radioed to see if we were interested in a good, almost non-rocking nights sleep, we could duck around the corner to New Harbour. Off we went, with **Valima** staying put. If something on a yacht can get stuck, it will, and at the worst time. The anchor chain had skipped and jammed. Anything can be fixed with either WD 40

Tucked up on the far NE side of the inner harbour in less than 1.5 metres of water, the swell was a ripple. This would be a good place to ride out a storm with anything other than a full-on Southerly blow.

Ian's words from "The Shank" resonate. "It would be very difficult to live here, but once you are here you are really living".

Total distance with lots of detours for the day was 15.6NM.

Wednesday and the weather forecast dictated the day. Actually, the weather forecast should dictate every day when sailing, however down here it is vital to good seamanship at all times.

Today we would leave New Harbour, check out bays and coves, be inspired by the rugged beauty of South West Cape, then sail to the lee of Dewitt Island to ride out the forecast big southerly



blow.

3NM around to Ketchum Bay.

Inner Ketchum Bay is the cover shot of "The Shank". A truly beautiful, enclosed inner bay was visited by Juliene and our tenders, as there is room for one boat only, maybe 2 rafting, however, as it was only for morning tea, only Juliene went in. There is 2 metres clear water to the inner bay, and a good place to overnight, again, depending on the weather. You do not want to be stuck in here in a southerly.

### **Sea Caves in Louisa Bay**

Departing Ketchum, we took our boats in a conga line in and out of Amy Boat Harbour on the west side of Telopea Point. This, like Lousy Bay, has very deep water right up to the shore. This would be a lovely day anchorage. There are some kelp beds. The bay was reported to be full of kelp beds, but there appears to have been a die off. Why? Someone needs to do some serious

investigation as to the kelp die off, before its too late.



We kept in our line and out around the point to approach South West Cape from the lee and worked toward the south to the end. The swell was building in the shallower water and may have been around 4.5 -5 metres. **Stella** swears it was 8-10, however never let the facts get in the way of a good story. The seas crashing into the cape, sprayed hundreds of tons of water skywards, like beasts given flight in a fantasy novel, only to roar back down again. On a short voyage with lots of

### **Julienne passing South West Cape**

highlights, it was generally agreed this was the show of the trip.



A brief heart flutter across was caused by a sudden loss of power. Oh no. Not another blockage from the dreaded diesel bug again? And what is that shudder? The motor RPM resumed, with about 2 knots of boat speed lost. Damn. Had we picked up a stray bit of cray pot line? Lucky it seems it was a random piece of kelp. We throttled back to idle, gave a burst of reverse. The huge thump, whilst disconcerting,

### **Waves crashing at Cox Bluff**

unwinding. Back to same engine speed, the boat speed resumed, crisis averted. No matter the conditions or distance planned on being sailed, we always have our sails ready to unfurl and hoist. Safety first. You never know when you may need to sail.

13 NM back to DeWitt island had us anchoring in “Boat Inlet”. Another loose term as to call it an inlet is insulting other inlets. It is the merest indentation on what is an almost totally impossible shore to land a tender onto. No one tried, even in what were light conditions. Having said that, the island seems rugged and inviting to a brave soul who ventures there.

We anchored in 23 metres of water. A previous edition of “The Albatross“ has the excellent anchoring guide to foul weather produced by Ian. I would strongly recommend practice and being familiar with all aspects of your ground tackle before coming here, or in fact, just general good seamanship.

**Trim and Stella** appeared favourable for visitors during the night. With the “welcome aboard” signs up, they welcomed weary travellers. Unfortunately, as the visitors were returning Mutton Birds were hitting the rigging. No harm to bird or boat reported. However, **Stella** does inform everyone, it is clear Mutton Birds eat lots of



### **Cruising Fun**

squid. As evidenced the loss of one birds daily intake, all in the rear cockpit. Apparently, it smells a lot like roses, NOT.

Total distance, there and back to South West Cape 28.3NM.

Thursday, and the forecast is for Strong Wind Warning for the area from the South East. We need to go East. Yuck!

We upped anchors and set off early. Cleo and Stella leading off. Juliene picked up cray pots, again with no luck. Looks like we will have to come back to try again. We, White Rose, decided after poking our head past the lee to

put up the main with 3 reefs. So that was a good idea, however next time, do it in the actual lee of the island. The sea state was confused and bumpy. Now its always a good idea to check all fittings before a voyage. I missed a couple. The 2 which attached the traveller sheet to the main traveller. So of course, this is when one decides to “undo”. Not an easy

job to re-attache in pitching seas, however as the main was still attached to the traveller, we could lock it down one way and finish the job. Note to oneself. Always check all fittings with a spanner and shifter before any significant trip. 5 minutes now could save your rig, or even your boat.



All boats took off, like hares with hounds after them. We all wanted to make safe haven before the expected SE kicked in. To our good fortune, the expected winds never tracked any further east than 190-200 degrees from SSW, so most of the leg was a broad reach. The sea state was a bit all over the place, but with the little jib and main up the boat was stable and flew across at up to 10 knots surfing down some swells. I was tempted to just sail, however discretion deemed we wanted to get tucked up before the

**Boats an Anchor Louisa Bay – Tracey Taylor**

expected winds, and we mostly motored with sail assistance.

As we approached Recherche Bay, the last little hurdle was the boat laying cray pots, like mines before the fleet. You can never really relax.

The hunt for the French garden took an interesting turn when our guide seemed to have lost his way in the bush. We never did find the garden until the next day, which it turns out we missed the path by no



**Sunset – Tracey Taylor**



### ***Valima in Coxs Bay***

writing on the early unknown history of Australia.

It is timely at this point of this story to make mention of our mentor and guide, Ian Johnston. His knowledge of the area, his seamanship and general good humour, kept us safe, well informed and amused. We all agreed, we are far better sailors after this trip than before, and this is testament to Ian's guidance. If you every have a chance to voyage with Ian, do not miss the opportunity. I promise

you will enjoy the experience and company of this great sailor.

So, our little voyage and tempting taste of the south and south west coast came to an end. It was decided, this would be a suitable time to officially end the 2020, CYCT South Coast cruise. Our boats were very still at anchor, and our "non-rocking" beds called out to some weary seafarers. As twilight darkened towards night, we made our way home. Recherche Bay is still a long way from home port, but it just feels a little less intimidating, a little less stressful, and a little safer, than just around the SE corner.

David Webb and Susan Tuma

### ***White Rose I***

more than 100 metres down the beach.

Thursday night was a pleasant feast on the beach with a fire, eating the catch from the last few days. Michael served up perfectly cooked tuna, whilst Calamari was served lightly pan fried with butter and garlic. Another pan was telling mouth-watering taste buds that abalone and calamari were on their way, with ginger and garlic, lightly pan fried with butter and a little pepper for seasoning. Ian recited some fine



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## Juliet in Launceston – Andrew Boon

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A friend who lives in the Old Seaport was celebrating his 70th birthday with afternoon tea in the North Esk Rowing Club rooms on November 30. As this was within easy walking distance of the Old Seaport Marina, I idly suggested that we could sail north for the party. Next thing I knew, the birthday boy and another old friend from Launceston were driving to Hobart and we had ourselves a cruise!

The trip north was nothing to write home about. Although we had a week to get there (with Plans B, C and D for bailing out along the way) the weather in the last half of November seemed to result in us finding headwinds at every turn. So we pressed on, mainly motoring, and gave away any idea of enjoying quiet anchorages along the way. Of the 50 hours that we were under way, we sailed (ie motor off) for only five. We reached the Tamar after a 2 am departure from Eddystone Point and rode the flood tide all the way, anchoring in West Arm at about 1800 hrs after a brief period aground. The grounding was entirely my fault, as I relied on the local knowledge of my crew instead of reading *Cruising North East Tasmania!*

From here the Tide Tables moved to the top of the best-seller list. The tidal range is up to 4 metres and moving against the tide is a waste of time and diesel. After a late start, we moved up-river and anchored opposite Gravelly Beach for our second night in the Tamar. Good holding, but we did end up a lot closer to the shore at low tide than I had intended.

Navigation is relatively straightforward, especially with our up-to-date AusENC charts. There are many navigation marks, laterals, cardinals and leads, and we confidently headed upstream on a rising tide. VTS radio traffic is on VHF Channel 14 and dual-watch enables you to hear where the big ships are going. You will hear the same Tasports operators calling as Bell Bay VTS, Devonport VTS and Burnie VTS; listen closely in case you do what we did when we heard of a ship about to depart but couldn't see any evidence of it. Not surprising, as it was actually leaving from Burnie! The trip up the Tamar is enjoyable - plenty of concentration required for navigation, especially the first few times, and very scenic. We timed our run to arrive in Launceston at high water, so the mud flats were pretty well covered in the upper reaches.

Entering and leaving the Old Seaport Marina is best done at slack water (high) and light winds. We got there a little before slack water and had a moderate westerly wind, which combined to make berthing 'interesting'. But we managed it without too much drama and no visible damage (helps to have crew and a welcoming party on the dock!).

*Juliet* arrived two days before the party, so all good. We paid a month's marina rental (much lower than Hobart's rates) and took advantage of having accommodation in the middle of Launceston, within walking distance of many attractions.

Mitch, a recent convert to cruising after a couple of trips to Port Davey with me, had asked me to check out a boat in the Marina which was for sale. As it turned out, she was in the berth next to ours, so I had a look over her. My summary report to Mitch was something like "she's filthy and she stinks", which must have sounded better than it reads because the next day Mitch and another friend had made a (low) offer, which was accepted, and they flew from Melbourne the next week to inspect her. The boat is *Sequoia*, Ron Swanson's own boat and the plug for the Swanson 38 moulds.



### Sequoia under way

strong westerlies kept us to other islands (Waterhouse, Badger, East Kangaroo and Goose) before returning to Launceston for a few more days.

Now back to *Sequoia*. The new owners had spent about 10 days working on her, cleaning, removing old gear (much of it damp and mouldy), repairing equipment and stopping leaks in the side decks. They were keen to bring her to Hobart and preferred to cruise in company for their first trip. My friend offered to sail with them from Launceston to Port Dalrymple where we both topped up on diesel at the Port Dalrymple Yacht Club, which is the only place on the River where small boats can refuel.



### PDYC Fuel berth

Over the next month, Judy and I spent some time exploring Launceston and surrounds, two of our children and their families spent a few days each on board (there's a great playground very close) and, of course, we went to the birthday party. We had a berth near the end of the Marina finger and we got used to sinking into the mud by up to half a metre at very low tides. No drama, just don't plan to leave for a while! Judy and I and the birthday boy attempted to get to Deal Island after Christmas, but

PDYC has a good fuel berth (floating pontoon) and a very friendly welcome.

We spent a night alongside the fuel berth and the next day left the Tamar with the ebb tide and headed east - into an easterly wind, of course! First night's anchorage was at Croppies Point, which was a bit rolly with the NE swell coming around the point. We got to Swan Island at high tide the next day and anchored on the south side of Eddystone Point. *Sequoia* was going well with only a few minor hiccups.

The next night saw us at Bicheno for very quiet night, then on to Schouten Island for a lunch stop before the wind changed and we moved to Passage Beach. With a northerly forecast, we anchored off the beach near Bryan's Corner for the night. Encampment Cove the next night, then Canoe Bay (Fortescue Bay) and Stewarts Bay.



***Juliet and Sequoia in the weed at Canoe Bay***

Andrew Boon

A strongish southerly kept as in Stewarts Bay for two nights, which was OK and we made good use of our shack there. Finally a great sail to Hobart after a bit of a slog to Cape Raoul. *Sequoia* kept going to Nubeena on the day we went to Stewarts Bay and by the time we got 'home' to Geilston Bay, she was on a mooring looking very much at home.

This was my first trip up the Tamar (past Beauty Point) and it was most enjoyable - in fact, I think we'll do it again!

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## **Cruising Yacht Club of Tasmania Minutes of General Meeting held at RYCT Tuesday 3<sup>rd</sup> December 2020**

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### **Opening**

The Commodore Richard Taylor opened the meeting at 6.00 pm. He thanked the Tas Maritime Radio executive and volunteers for all the work they do and also for permitting the Club to use their premises for the meeting and barbecue. He welcomed to the function Tas Maritime Radio volunteers Barry McCann, Mark Watson and Tim McDougall. The Commodore encouraged all members to join Tas Maritime Radio.

### **Attendance**

Thirty-eight people attended the meeting plus one guest (Mike Lohmeyer). The attendance sheet is filed with the official copy of the minutes.

### **Apologies**

Sixteen apologies were received, which are listed on the attendance sheet.

### **Minutes of General Meeting held on 5 November 2019**

It was moved by Ian Barwick, seconded by Alan Braddock that the Minutes of the General Meeting held on 5 November 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 Garth Wigston (*Solquest*), who introduced himself and gave a comprehensive summary of his boating history

### **Treasurer's Report – Shona Taylor**

The Treasurer advised that the Club was currently \$3,700 ahead of budget, which was due to the payment of subscriptions, but that maintenance expenses, including for the moorings, were yet to be incurred.

### **Vice Commodore – Tony Peach**

The Vice Commodore reported that:

- The next cruise would be to Norfolk Bay, commencing on 27 December, concluding with a New Year's Eve barbecue in the Barnes Bay area (exact location to be decided due to weather conditions on the day). Cruise Contact would be Mark Stephenson (*Crown Venture*). Participants were asked to register either on the website or by emailing the Cruise Contact.
- A cruise to Louisa Bay was scheduled for 13 January. Cruise Contact would be Ian Johnston (*Juliene*). To date, five boats had registered for the cruise, which meant that it was unlikely any more boats could join.
- A night cruise from Kettering to Southport would commence on Friday 24 January, concluding on Monday 27 January. It was envisaged that this cruise would join up

with the boats returning from Louisa Bay. Cruise Contact for the night cruise would be Tony Peach (*Westwind*) and participants were asked to register on the website.

### **Women on Boats**

Tracey Taylor was an apology for the meeting, but Val Nicholls advised that at the November Women on Boats session Matt Orbell gave a comprehensive presentation on AIS, including its history, its use and how it works. A Club member advised that Tas Maritime now has an AIS receiver station at Mt Mangana, South Bruny. It was suggested that Matt Orbell be asked to give a similar presentation at a Winter Forum in 2020. Val also advised that the WOB Christmas function would be held at her home on Monday 9 December.

### **Editor – Fiona Tuxen**

The Editor's report is in the *Albatross*. She thanked members for their contributions throughout the year. Fiona announced that the winner of the photography competition was *Dalliance* and she presented to the meeting the Club's 2020 printed calendar, with the winning photograph on the cover. She congratulated *Dalliance*, and presented two copies of the calendar to Catrina Boon. Fifty copies had been printed and the cost to members was \$20. It was for sale at the meeting and also on the website. A decision would be taken at a later date on whether this would be produced annually.

### **Membership Officer – Dave Mitchell**

The Membership Officer reported that the New Members' Lunch had been a great success, with over eighty people attending, including many new members. Eighteen CYCT boats had been counted in the bay, with the remaining attendees coming by car. He advised that membership remained strong, and he currently had two new applications for membership. Members were reminded to wear their name tags to Club functions and to take them home afterwards.

### **Commodore – Richard Taylor**

The Commodore thanked all members for their support throughout the year. He advised that although there would be no *Albatross* in January, all information about cruises was on the website and he also encouraged members to post photographs on the website. He thanked Tas Maritime for making available the facility for the December meeting and barbecue and also for the wonderful volunteer service they provided throughout the year. He presented a CYCT plaque to Barry McCann in appreciation.

### **General Business**

Club Member Ian Barwick advised that MAST had agreed to pay Kingborough Council the funds necessary to upgrade the Barnes Bay jetty, with work expected to start in the next financial year and be completed by December 2020.

The Commodore advised that MAST had rejected the Club's application to install a screw type mooring barge at Quarantine. MAST stated that under the Mooring By Laws relating to the mooring of vessels, it did not consider that the CYCT's proposal met the intent of what a mooring was used for.

Club Member Mike Powell thanked the Club members who had organised Safety Day and supervised setting off the flares.

Andrew Boon advised that the 5<sup>th</sup> edition of the Southern Tasmanian Cruising Guide was with the publisher and would go to the printer soon. The location and types of marks around fish farms would appear in the Guide.

### Next Meeting

The next General Meeting will be held on Tuesday 4 February 2020 at the Royal Yacht Club of Tasmania at 7.30 pm.

### Close

The Commodore wished everyone a Merry Christmas and a Happy New Year and closed the meeting at 6.30 pm.

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For a test drive please contact Richard 0407441254

### **CYCT Members Buyers Group.**

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62728533

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Kayne 62722943

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

### CYCT MOORINGS

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

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

**Mooring guidelines::** [https://secure.cyct.org.au/mooring\\_guidelines.php](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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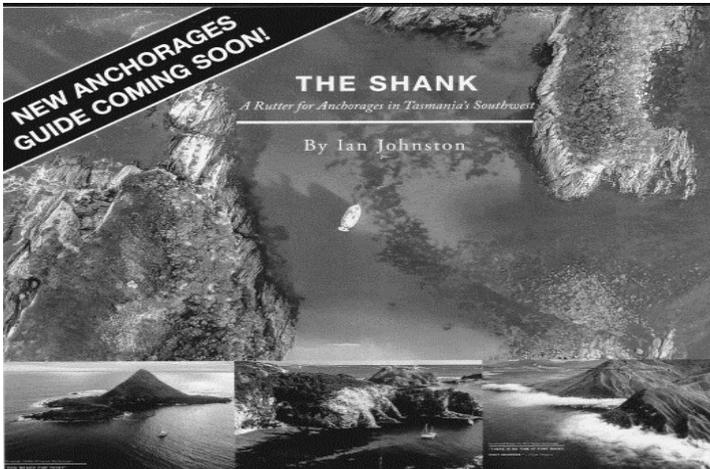


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**"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."**

– Paul Cullen, Director, Australian Wooden Boat Festival



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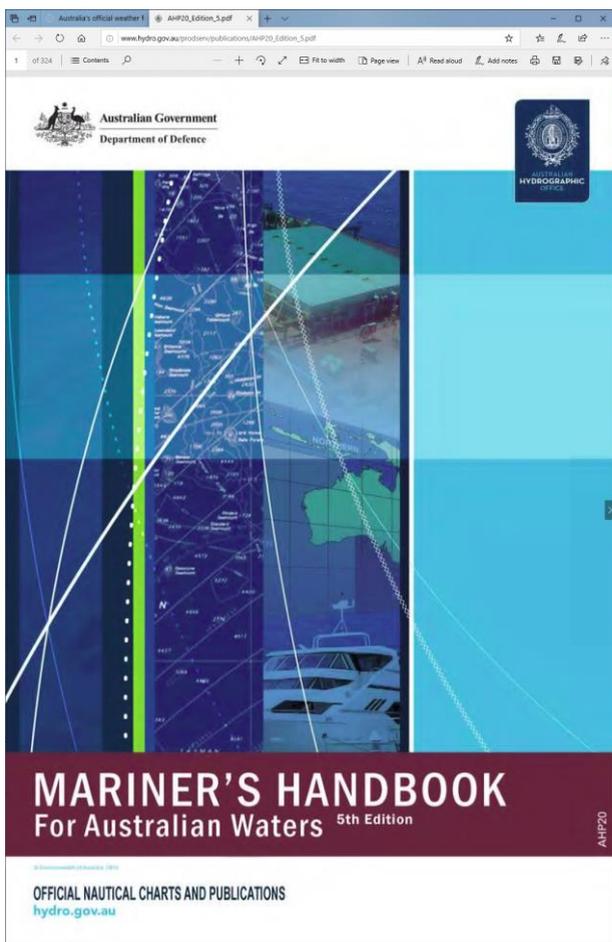
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

[http://www.hydro.gov.au/prodserv/publications/AHP20\\_Edition\\_5.pdf](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



## Your Radio – Turn It On! – Article from Tas Maritime Radio Magazine

Over the year we have received informal complaints, including from the marine police, that too many boats travel with their radios turned off. Here's why you should keep it turned on to Channel 16.

- How do you know it's working if you don't turn it on? When you set out, call Tas Maritime Radio to say you are heading out. That will tell you if the radio is working or not. Then, leave it turned on...Ch.16
- If you get into difficulty call Tas Maritime on Ch 16 (NOT on another working channel). We will broadcast a call to any vessels in the area that may be able to assist and other vessels nearby may hear your call anyway.
- If you are not in difficulty, someone else may be and it could be your turn to assist if you hear a call for help. Remember, safety on the water is EVERYONES responsibility.
- Tas Maritime will from time to time broadcast navigation warnings, shark sightings and the like. There have been recent tragedies that could have been alerted if a radio was installed and turned on.



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