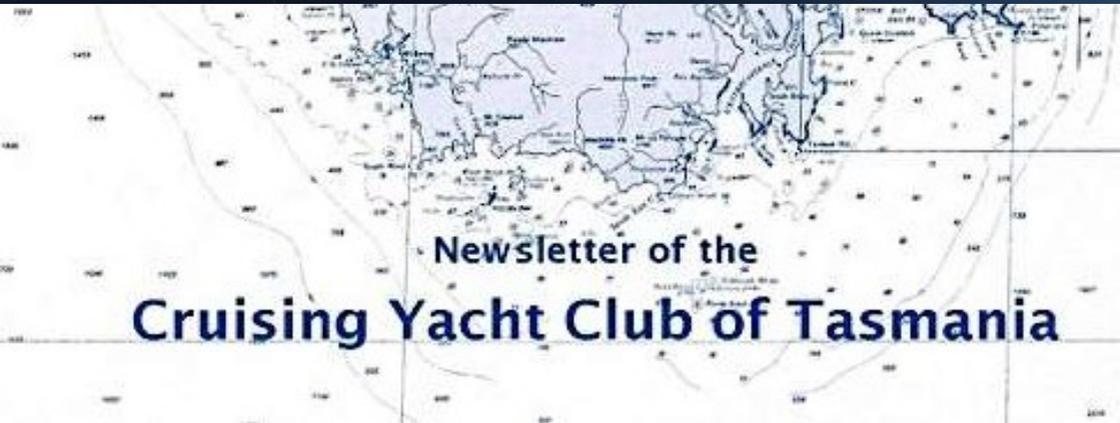




Albatross

Volume 46 No.4 May 2020



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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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 20th (there is no *Albatross* in January)

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Not a CYCT Member?

Then download an application form from the Club website or contact any CYCT Committee Member (details inside the front cover of this magazine) for more information. We look forward to welcoming you to our club!

Club Moorings: See p. 24

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.

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.

"Just in case that you have not been in contact with the world or you have had your head in the bilge for a month, The CYCT has cancelled all meetings, forums, cruises and gatherings until further notice. Our website and email will keep you informed of any news and changes as they occur. Let's all try to observe this temporary new way of living and hope that we can beat this virus and bring things back to normal as quickly as possible."

Richard Taylor

Commodore

Editorial – Fiona Tuxen



It is a lonely life as Editor in this isolated world we live in. Thank heaven for the written word, so we can maintain some form of camaraderie. Once again, I thank you for your contributions, pictures etc.....

Quentin and I took the opportunity last week to try and catch some fish, but actually enjoyed a relaxing day on the water isolating in the Channel in beautiful sunshine – No Fish – Champagne was the alternative.....



CYCT CALENDAR

Covid19 - Cancelled

Commodore's Report – Richard Taylor



Another boat less month has passed, no doubt we are pretty well conversed with the up to date news as it dominates the media most of the time. The good news is that as I write this West Australia and Queensland are relaxing some of their containment rules, including going camping and boating. I am sure we all agree that infection control is very important and if we continue to observe the rules we may also be able to enjoy some limited boating in the near future.

It is so pleasing to see despite the lack of any club meetings and very little exposure we are still processing new memberships, it just shows you that the word still gets around. Something that has been a rarity is posting new membership packs instead of our traditional general meeting introductions.

I was saddened to hear the news a day ago of destruction by fire of the Port Esperance Sailing Club's premises in Dover. Their club was a thriving community endeavour and had been established many years ago and enjoyed a strong history. Our club had enjoyed many a function there and always admired their unique position overlooking their beautiful bay. They have insurance and are planning a rebuild on the same site. I spoke to their Commodore Matt Wardell and offered our club's support in any way we could. They have a need right now for sailing dinghies for their juniors as they were destroyed, if you can help you may want to contact myself or the club directly.

On Sunday the 19th April a 14 metre yacht was reported to have burnt and sunk in Quarantine Bay at a position 43° 07.656S. and 147° 20.013E. in approx 15 metres of water. For those of you who have identified the spot it is right smack in the middle of our popular anchoring locations where we frequent often. MAST have been notified and an incident report is being compiled. The wreck is in a dangerous position to any vessel that would be considering anchoring in the vicinity. I have spoken to MAST who were sending a diver down to investigate to consider the options, they were also going to mark the wreck site with a safety buoy. We would certainly hope that removing the wreck is the only acceptable option, the risk to any anchoring vessel tangling with rigging or wreckage is extremely high and will only increase the danger to innocent boaties. I will keep you informed as information comes to hand.

Our proposed picnic seating/ table project at Barnes Bay has moved a step closer with different alternatives now being considered. The King borough Council have been quite helpful in putting forward suggestions that they would recommend so that we don't waste time on structures that may not be approved. We are lucky enough to have our club member, and resident of Bruny Island, and a clever building designer, Mick Way offer to draw up a concept that may be suitable for consideration to our committee and council. We would hope that this project would become a club project for any club member to help with construction and installation or in any other capacity once all the hurdles are crossed. The investment by MAST in building the new floating jetty at Barnes Bay will be considerable and our offer to provide this new picnic facility will only enhance the area for all to use. Many years ago the site was the landing jetty for the Bruny Island ferries and as my memory recalls it was quite a busy part of Bruny. The committee will submit to our members more information when the design and costings become available for your perusal.

I mentioned in my last report the possibility of holding a sailing regatta event, namely, "The world old codgers regatta". The name old codger refers to the design not the skipper. I hope that we can plan this for the Australia Day weekend 2021, to be held in Barnes Bay. The entry rules would be basic:

1. The yacht to be of timber construction;
2. To be trailable;
3. To be 18 foot maximum length;
4. To be crewed, by any gender (including skipper) of ages between 8 and 88;
5. To be a monohull;
6. To be seaworthy and carry relevant and compliant safety equipment.

There are plenty of older, out of fashion dinghies stashed away awaiting new enthusiasm, start looking and preparing. From what I am hearing this could well be a very exciting regatta. How often do you get the opportunity to sail in a world championship and then become a world champion.

Our general committee is still meeting monthly despite the lockdown of gatherings in a novel way. The world popularity of Mazda's must have increased significantly when the meeting App, named "Zoom" became the popular electronic meeting format whilst staying at home. This medium allowed all our committee to carry out our meeting face to face, follow an agenda, listen intelligently, produce minutes, whilst still enjoying a glass of wine at home and wearing a shirt only. I can see this Zoom format can replace some , but not all

committee meetings in the future. It also allows committee members to be involved who are away on their boats or who live out of town, maybe consider this when nominating for the new committees later this year.

I do hope that you are finding plenty of things to do whilst we obey the rules of the day, I had to heed advice the other day when I listened to a bunch of 70 plus year olds having a grumble about being in the danger age of high risk of infection when I was reminded that this was me!!!!!! We really must be careful and heed the advice.

In the meantime make sure that you are maintaining your boat in readiness for the easing of the current rules, I am sure it should not be too long!.

Remember, more fun less work, (still getting more difficult).

Richard Taylor
Commodore

"COVID-19 Recreational Boating Guidelines

March 31, 2020

The Tasmanian Government has a clear position that Tasmanians should stay home to save lives. There are essential circumstances that people may leave the home, and any recreational activity needs to adhere to strict rules.

Can I go boating and fishing?

If it is deemed essential, then Tasmanians can go boating and fishing for recreational purposes. A two-person rule applies except if you are going boating with members of your family or persons that you reside with.

If boating with one person that you do not reside with, ensure you maintain social distancing (at least 1.5 metres apart). Use hand sanitizer where there is any contact with shared surfaces.

If you are boating alone, please ensure you tell someone where you are going, wear the kill switch cord and a life jacket.

What procedures should I put in place when launching my boat?

Ensure you wait your turn at the ramp and MAST recommends that if it is a double lane facility, that only one lane is used to maintain the required social distance. Same procedure to apply when retrieving your boat. Maintain personal hygiene at all times.

Are there restrictions on where I can go boating?

There are no restrictions, but if you are travelling you must ensure that you can return to your primary residence in that day. Please check with any relevant land manager, such as PWS, Hydro or STT regarding closed areas and water accesses.

Am I able to buy fuel for my boat and other essentials?

Yes, you are able to buy fuel and other essentials as per current restriction.

Can I stay overnight on my larger cruising boat?

Only if it is your primary residence and you have elected to stay there from 11:59pm on 30 March 2020.

Can I carry out essential maintenance on my boat?

Yes, but if the boat is in a marina please check with the marina manager for conditions that may apply."

This really is alarming, but rules are rules and therefore must be adhered to, overnight cruising is now NOT permitted. Any chance of an unofficial cruise down the channel overnight is now out of the question.

On a brighter note I have been motivated to visit my youth again and purchase a Tamar class sailing dinghy built in 1964, my objective is to rebuild it and win the Americas cup, whilst I am in training I would encourage other club members to search the tip and antique shops and look for similar older plywood or similar sailing dinghies, and join me in a sailing regatta probably in Quarantine bay sometime later this year. There are heaps of older wooden sailing dinghies around that need a loving owner, I know we have a group of members who sailed these classes in their teens and would love to show each other how much they have improved (or not). If successful this could be an annual event and lead to the old fellas international regattas in Europe, I am sure that Bob Buchanan can be our Chef de Mission.

I have been reporting on our Picnic table / seating proposal to the Kingborough Shire at the new Barnes Bay floating jetty site. The latest news is after our proposal was presented and formally discussed it has progressed to the next stage and planning approval has been granted. The concept has been increased in size and cost but will provide a better result. More details will be circulated to members as it progresses.

Remember, more fun, less work, (getting a bit more difficult)

Richard Taylor

Vice Commodore's Report – Tony Peach



My previous *Albatross* report (March), was totally bereft of COVID-19 content.

This may have appeared to be somewhat insensitive, but in order to submit content to the *Albatross* before the traditional 20th cut-off date, I tendered my report in early March, just prior to Lyn and I visiting the magical Furneaux Group of Islands. It was during this trip that the pandemic “exploded”. Other contributors had the benefit of a couple of weeks more development of the pandemic to address the problem.

On reflection, it is stunning how quickly the virus has altered our lives. Our previously inalienable right to go boating has suddenly been removed by the authorities. Many of us have queried the logic, but if the decision saves one life, then it will have been worthwhile.

At one stage during WW2 Sir Winston Churchill commented, *"If you are going through hell, keep going"*. Those words could not be more aptly applied now. Is there light at the end of the tunnel? Churchill is also credited with the remark, *"It's not the end, it's not even the beginning of the end, but it is the end of the beginning"*. Can any of us even contemplate the scenarios as to what the 'end of the beginning' look like?

Tasmania, with the associated difficulties as an Island state and Australia in general have always looked adversity in the eye and battled onwards, usually with a good result. I am convinced that Australians and those who support our way of life shall conquer this insidious disease.

Within my previous reports I have attempted to introduce a safety theme. On this occasion there is not really a change to this, but the emphasis is not on boating. I can only reiterate the requests by authorities to request that you STAY AT HOME.

You visit the chandlery, purchase a can of paint that the previous day a COVID-19 carrier sneezed upon. After going aboard your ship, you prise the lid off and place it paint side up on old newspaper. Then you don your protective gloves to avoid paint transfer to your hands, but the damage has possibly already been done. Did the virus nestle under your fingernails the instant you touched the paint tin? I have read where the virus can be detected on steel and plastic three to four days after introduction. Whether it is a can of paint at the chandlery or an avocado at the supermarket, the problem remains. Be careful.

I appeal you to remain positive, and optimistic. There are many who are broadcasting doom, gloom and fearmongering. This serves no purpose but to debilitate the positive stance that we should all adopt until this very traumatic event is past.

Now onto the more positive aspect of boating. Because our vessels are being used far less than usual, if at all, are there steps we can take to reduce or eliminate the deterioration? Currently I believe we are legally allowed to check on or maintain our vessels by first checking the marina

facility as to possible restrictions. Assuming you can go aboard, conduct a visual inspection. If you are lucky enough to be in a berth and not on a mooring, double check all your dock lines, and that your sea strainers and stop cock to your engine cooling circuit are open and all functioning. Start and run the main engine(s). Allow them to operate for at least ten minutes. Then place them into gear, either in forward or reverse, whichever is the safest for your docking application, and only at idle speed. One at a time if twin engines and **not** if you are on a mooring. Recheck the dock cleats for any movement and cease operation should **any** problem be detected. This light load will at least circulate oxygenated water past your cutlass bearing and stern gland, temporarily eliminating the possibility of passive corrosion in that area.

Once this check is completed, go back to neutral and shut down. The same can now be done with your generator if you have one installed. Try to apply as much load as possible, by activating say, your charger and or inverter, fridges, freezers, possibly air conditioning and so on.

I am suggesting 10 minutes, not because your engine will come up to temperature, but any less will likely deplete battery reserves. If you don't manage to achieve the ten-minute figure, then possibly you should consider plugging into shore power to charge your battery(ies).

Rotate your capstan or tiller arm from lock to lock. This will circulate any lubrication within the hydraulic system, or over cables and sheaves.

Then, because you undoubtedly have the time available, check the engine room blower, house pumps, and definitely the main bilge pump(s) and your anchor winch.

Because I am not a sailor, I will not contemplate any recommendations for sail winches and halyard operation.

While it's all too easy to be consumed by current rapidly changing events, by adopting the simple maintenance regimens mentioned above you should be able to keep your vessel ship-shape, as well as providing some normality in our current aberrant world.

Stay safe.

Tony Peach

Vice Commodore

Normally I follow with a three-month forward calendar here, but because all CYCT on water events are currently cancelled due to Corona virus, it has been eliminated.

Rear Commodore Report David Bowker



Well, here we are with no idea when gatherings will be allowed again. I thought instead of telling you about the gatherings, I would recommend a website to you for your distraction.

It is called the **Off-Centre Harbor** and I am sure some of you will be aware of it. (You can tell by the spelling it is American) It covers masses of topics related to sailing, wooden boat construction and boating in general. They have a special offer for the current lock-up of 8 weeks full access for \$5. The website is

<https://www.offcenterharbor.com/>

You can reference the special offer at

<https://www.offcenterharbor.com/join-5-8weeks-50off-upgrade-hat/>

They say that they hope this will provide you many moments of peace and inspiration amidst the isolation and other challenges you may be facing over the next two months. What they frequently hear from their members is:

"When I'm stressed or worried or my mind is racing, I watch a couple of Off Center Harbor videos and all is right with the world again."

Why don't you try it? It's only the price of a cup of coffee and lasts much longer!!

There is a section on Tasmania and one video which might be of particular interest to you is by Sean Koomen from the Northwest School of Wooden Boat Building Port Townsend, Washington State in the USA. You may remember that Sean gave the CYCT a talk in February 2019 when he came out here for the Australian Wooden Boat Festival (and that his wife gave birth to their first child while they were here!!)

<https://www.offcenterharbor.com/videos/understanding-wooden-boat-construction-part-1-backbone/>

Hope this is helpful to you or maybe you are like me and find that I am remarkably busy even without all the things I used to go to.

Keep safe.

David

Rear Commodore



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📍 ⋮

IF DONALD TRUMP HAD CAPTAINED THE TITANIC

- There is no Iceberg.
- We won't hit an iceberg.
- I knew it was an iceberg before anyone else knew.
- No one knows icebergs better than I do.
- The penguins brought the iceberg here.
- No one could have predicted the iceberg.
- We cannot allow an iceberg to stop our ship.
- The crew is spreading fake news about icebergs.
- Some of you have to drown.

The donald... See more

👍👎 Stephen Clark and 34 others

12 comments

👍 Like 💬 Comment

Membership Officer's Report – David Michell



This is going to be one of those reports where in respect of CYCT Membership matters I actually having nothing to report on. This Covid-19 virus situation surely has had an impact on society that over this past month we have received no applications to join the club. As you would appreciate, given the effective lock down of the State, which includes restrictions on sailing/boating movements, I guess there has been little incentive from people to reach out in wishing to join a club like

ours. Hopefully, in due course once the situation improves when people are able to freely move around, including getting out on the water once more, this will change. Won't this be good.

And so, what else to talk of, what are members getting up to during this period of uncertainty and change? I imagine, like for myself, if one thing is probable, you at least have plenty of time to get on with projects at home, be it in the garden, the shed, maybe working on maintenance issues on your boat, and/or more time to read, cook, watch TV etc. and hopefully even get some exercise.

I largely have been doing many of these things too, and when not doing active things have been catching up on a number of video vlogs on YouTube, related to boating, and more specifically, boat work. My two favorite ones are the rebuilding of Tally Ho (the Albert Strange designed) classic wooden boat being absolutely beautifully rebuilt by the young English shipwright Leo Sampson and his team of mostly volunteers and then Mads (Sail Life) from Denmark who has been carrying out a huge refit of his Warrior 38 over the past few years. The quality, ingenuity and skill which both of these guys are putting into their respective boats is something which anyone who likes working on a boat can learn from, even if the two projects in many ways are so vastly different. One other channel that I have been catching up on is Free Range Sailing, which is a local one about two Aussies (Troy and Pascal) who have been sailing around Australia on their 30ft boat, and more recently arrived in Tasmanian waters. I met up with them on a number of occasions prior to the outbreak of the virus, firstly when they had a meet and greet down at the DSS and later at a separate function, given that Pascal is related to a friend of mine. More recently they spent some time down at Port Davey but following the lockdown here in Tasmania, they returned back to Hobart for ease of living/movements.

I wonder which channels anyone else has been viewing on any regular basis or whether you even do this? The thing is, to be able to vicariously go sailing/boating at this time by watching video vlogs is possibly about as good as it is going to get for some time yet. It will get better, eventually, but for the meantime stay safe and well everyone.

Cheers, David

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.

WELCOME TO NEW MEMBERS

Carp Diem Infinity
Bob and Emily Dunbabin

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 Member Directory from Nov 2019 – 2020

<i>Halcyon 11</i>	Brett & Janet Rutherford	0409 940 973
<i>Mawson</i>	Biswah Oakes & Mischi Sigrist	0408 626 166
<i>Whisper HR</i>	Kevin & Mei Landman	0458 148 326
<i>Life of Crime</i>	Steven & Julia Chopping	0418 126 326
<i>Storm Fisher</i>	Gus Vans-Colina	0414 934 750
<i>Cantabria</i>	Rowan Wylie and Magdalena Birtus	0412 431 983
<i>Carp Diem Infinity</i>	Bob and Emily Dundabin	0418 384 194

Best Laid Plans – Stephen O’Bryan

Built by the Wilson brothers for a brother-in-law, the 11m Huon pine motor yacht Nattai was launched in Cygnet in 1985. The name seems to have been inspired by the old NSW village



bearing the same name. In 2014 Phil Kennon and I bought the boat, recently renamed Schouten Passage, and along with wives and friends, enjoyed 5 years cruising in her in south eastern Tassie waters. We eventually reinstated her original name Nattai, before bidding a fond farewell to her in Hobart late last year. Phil then embarked on a search for a steel equivalent, but with a few more onboard luxuries than we had previously enjoyed. The 10m Adams

designed steel motor yacht we acquired early this year, Locheil, was already partly overhauled by a boat builder in Qld but needed more internal work to better suit southern cruising.

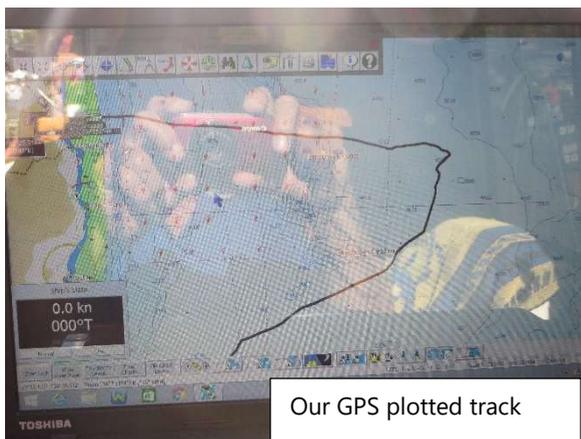


Especially the installation of a diesel cabin heater! In March the boat was on its way to Hobart when Tassie imposed a quarantine period for new arrivals. Our transporter, not prepared to go there under those conditions, agreed instead to a plan B of delivery into the Gippsland Lakes for storage during the lockdown, completion of our planned refurbishments and eventual passage south to join, and hopefully serve for many years in, the CYCT navy. Locheil's passage there went without a hitch until 40nm south of Eden. By then in Victorian waters, she was about to turn west for Lakes Entrance when in heaving swells the rear steel tower supporting various important things, including tender with outboard, snapped its welding on one side and became very unstable. We received a call - and were somewhat surprised there was phone reception from way out there - to advise us that, unable to be got safely onboard, the dinghy and outboard might shortly need to be chopped away and set adrift to lessen the strain on the tower. Miraculously however, the weather suddenly eased to almost a doldrums, and Locheil made it slowly but steadily through the approaching night and rainy but virtually windless next day to Lakes Entrance, avoiding by a few hours a very strong cold front from the southwest. The upshot is that our intended addition to the Tassie flotilla, on account of the nationwide lockdown, is now in Paynesville undergoing works. Those include of course repairs to its rear steel tower, not to mention installation of that vital new heater. Hobart remains, however, its intended (eventual) destination. Marooned as we presently are on the mainland, we can only look forward to CYCT cruising at some uncertain future time. In the meantime (when current movement restrictions ease a bit) we will have to settle for second best on the Gippsland Lakes.

Phil & Wendy; Lisa & Steve Melbourne

Dream Voyage cont. – Paul Kerrison (from Dec Albatross)

24hrs had now passed since we took that violent hit and it was now really having an effect upon



me, my breathing was getting shallower and moving about very tiring and painful especially on deck, at 0400hrs Friday 8th at position 28.18.044S & 156.58.457E the decision was made to turn back towards the Gold Coast. At that point we had travelled approx. 255nm from Coffs Harbour in 66hrs. at an average speed of 4kts.

With the 2nd reef in the main we motored on a flat calm ocean with the sun in our face towards Aus. Setting a

course for the northern pass in the Britannia Tablemount Range at 27.49.48s & 155.22.37E. Rosemary was doing the bulk of the work very long stints on the helm and keeping a steady eye on the compass, I could only do an hour here and there. In the meantime, my condition was deteriorating further as when I tried moving about rather than breathing I panted we were both now concerned that I may have punctured a lung.

Entering the pass between Britannia Tablemount and Queensland Tablemount at 2200hrs we were confronted by heavy turbulence and strong current against us. It was very tiring and mentally sapping on the helm with the boat veering wildly at times, maintaining a steady course in the dark meant a lot of extra concentration on the compass. We were not able to see the conditions but could certainly hear the water going past. Approaching the midway point, the ships log was showing speed through the water as 10.3kts however the GPS was showing .9kts persisting with full noise from our iron topsail *Irish Mist* eventually made it out the other side and defiantly pointed her bow at the Gold Coast Seaway.

Saturday 9th was a glorious sunny day with very little breeze and a flat calm sea. Rosemary contacted Customs and advised them of our situation. In return they arranged a berth at Southport Yacht Club Marina for us and after seeking reassurance that we were ok to proceed under our own and not in need of assistance they advised me to get medical attention on arrival and that they would clear us back into Aus. the next morning.

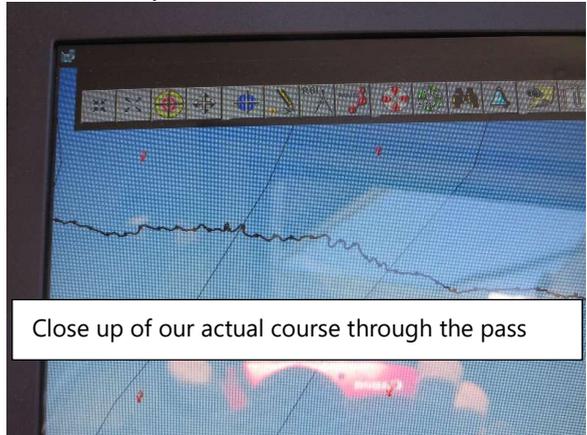
After berthing at the SPYC at

1530hrs Sat. 9th a gentleman from the yacht club went out of his way to run us out to the Gold Coast Private Hospital where I promptly collapsed from the exertion of only walking a distance of approx. 200mtrs.

On being admitted I was diagnosed as suffering from extreme Hyperventilation, two broken & one badly bruised rib, as for the shin I was asked who the doctor was that attended to it? They left the Steri Strips on but redressed it. I was to spend the next two & a half days there. Customs duly arrived at the boat on Sunday morning and cleared us back in although I personally did not see them.

From the time the decision to turn back was made we motored for 37hrs and Rosemary helmed for approx. 31hrs in that period for which I am ever thankful.

Paul Kerrison *Irish Mist*



Women on Boats – Provisioning Dee and John Deegan

(This article replaces the presentation at the WOB Meeting)

We covered the provisioning topic 2 years ago and it proved to be popular with many fantastic ideas coming from many members of the WOB group. In our yearly survey members asked that we revisit this topic.

Well, we may not be able to go cruising for some time, but this is the perfect time to have a go at being creative from your pantry. And as Kim Brewer said in the last Albatross, we can all pretend we are on an ocean passage, without night watches, and hopefully, no seasickness.

My first mantra of provisioning is only stock up on things you know you will eat. Many first-time cruisers are talked into having “emergency” foods i.e. beef jerky, tin ham, kippers, baked beans etc. All these foods are great IF you like them but if you don’t enjoy a food on land being on a boat will not change things. My advice is to try long lasting foods before you go. If you are taking crew on-board don’t forget to consult them before going to the grocery store.

Get rid of packaging before you leave your homeport. It not only saves unwanted rubbish on-board, but it also gives you the chance to make sure the food is free of pests. In the tropics cardboard often contains cockroach eggs, which will hatch given time.

The next hint is always saving a special meal and treats for the end of the trip, no matter how long the trip. I have always found if the last meal is wonderful and there are treats it is what the crew remembers. I always have some treats and special foods hidden away.

Please remember there is not one rule to provisioning. It has so much to do with your boat, amount of storage, freezer, refrigerator size, and dietary preferences. Many cruisers will separate stores by the day or week to ensure they have the ingredients that are need for pre-planned meals. Because John and I have never had crew I have found it easy, simply to have containers of staples in an easy access locker, with replacements in long-term storage area. Depending on the size of your freezer it sometimes pays to cook one or two meals ahead of time for a quick meal. As far as meat is concerned, I always have it vacuum packed and try and freeze at home before we move on-board. This has several advantages; it brings the freezer down to temperature quickly and if there is a freezer problem the meat will still last for weeks. Make sure you don’t vacuum meat with bones. Other staples I keep in the freezer are frozen peas and some cooked rice. The peas and rice combination with a few other ingredients makes a quick fried rice or casserole. Frozen puff pastry, and pizza bases are also handy items.

Now that you have provisioned it is wise to make an inventory and location of foods. At a critical moment you may KNOW you have yeast on-board but cannot find the small packet.

Here are some hints on how to prolong the life of fresh food:

Eggs- buy as fresh as possible and have not been refrigerated. Give a coating of Vaseline and store in a plastic egg container, invert once a week.

Flour, Pasta, Rice- Add dry bay leaves to the storage containers to keep weevils away.

Smooth skin fruits and vegetables i.e. apples, citrus fruits, pears, cucumbers, tomatoes, zucchini etc.:

Wash in white vinegar, dry with a clean tea towel and leave out to dry completely. This does two things; it kills the surface bacteria, which cause fruit and veg to rot, and it saves you using fresh water once you have left port.

One last but very important item is not to forget about fresh water: both quality and quantity. It is a good idea to have a plan to collect rainwater, even if you never have to use it. We have also always carried micropor tablets to add to our water supply, if ever in doubt as to the safety. Having good tasting water, I believe to be one essential to happy cruising.

Bon Appetite

De Deegan *Storm Boy 11*

Edited from the Journal of Gavin Johnstone – K. Johnstone

Monday 22nd January 1973

We flew into Wynyard early on Monday 22nd January 1973 with an ABC camera team and an incredible amount of gear.

The day was spent collecting more gear and buying an incredible amount of food including more tins of herrings in tomato sauce than we could possibly eat.

Our party consisted of Ken Taylor, director (predecessor of Damian Parer) 5 zoologists 3 cameramen and myself.

Before lunch we visited Bill Hollyman, of an old ship owning family. He had been to Macquarie Island on the Taroa in about 1912 to salvage the seal and penguin installations. We spent a pleasant hour with him drinking whiskey and listening to his stories.

Tuesday. 23.

The 60' fishing boat Gaylar owned by the redoubtable Bill Dart had been chartered, we found the Gaylar at the Smithton jetty and gradually loaded our food, gear, including some planks and a large quantity of firewood. All the gear was stowed below deck for protection while we all huddled on deck in the lee of the wheelhouse.

The weather had been fine on Monday but this morning it had settled in the NE, slowly strengthened and became gusty.

After lunch the tide was high and right, rather to our surprise Bill decided to leave at 1540. There was quite a bit of chop going down the river, but ahead the sea looked quite fierce and daunting. As we crossed the bar the wind was around 30 knots, still in the NE and the sea was higher than the boat. We motored very slowly through Robbins Passage with Bob (crew) at the bow checking the depth.

We passed hosts of mutton-birds with a few white-faced storm petrels among them. There were gannets and the occasional shy albatross.

There was a moment of crisis when the crew struggled to erect the jib for their first time - some anxious moments.

Eventually we arrived at 3-Hummock Island and the sea calmed to a fair extent. Here we went back and forth in the fading light as the crew pulled in their cray pots. We dropped anchor in the lee of 3-Hummock and had a meal of meat sandwiches, slices of an immense onion and coffee.

Getting bedding organised, we moved most of the gear stored in the forecabin onto the deck and slept 2 to a bunk. Luckily Gavin and I were able to share.

Wednesday 24. Land at Albatross Island.

Up at 7 - breakfast in the galley of toast and coffee. First there were more cray pots to be lifted and a much better catch than the evening, with up to 7 in a pot.

The morning was misty but there was still a NE wind. Slowly the mist lifted, and the wind dropped as we left Three Hummock in the direction of Albatross Island.

As we approached gradually the pale wash along the clifftops became distinguishable as albatross chicks on their nests.

The nests were right down and on to the face of the cliff in some parts, nesting wherever there was sufficient platform to construct a nest on.

Curiously nests were restricted to only a small part of the island.

We found a landing place on the W side of the island completely sheltered from the wind and with only a gentle small swell coming in. The better side was quite impossible to land at with a big a wash breaking over the rocks. The two landing sites are connected by a low divide running right through from side to side like a corridor. The gulch.

The dinghy was put over with a boom and the first party went ashore to inspect.

Heavy planks placed across the rocks were excellent shelves for temporarily stacking gear which gradually got moved higher up.

About 6 dinghy loads did it and we were all ashore.

The crew came ashore to have a look around before leaving to set more cray pots.

The rest of the day was spent transporting all our gear over the rocks to the site of the main camp higher up at the entrance to a major cave running south from the east end of the corridor. Everyone worked very hard and after some food Gavin and I pitched our tent in the gulch on a flat pigface covered spot sheltered by a huge boulder.

Most of the others slept in the cave.

As it began to get dark the Mutton-birds started to come in, wheeling and whirling over the corridor and into the rookeries above - hobgoblin calls in the dusk.

Soon the Fairy Prions began to come, fluttering moth-like in the dark, landing on the slopes and even coming into the cave scuttling over the ground and our feet. Small groups of penguins came too, climbing up to their burrows.

We walked down to our tent to bed carefully avoiding penguins and prions on the way.

Work begins tomorrow.



L to R. Keith Taylor, expert and head cameraman, brave and caring. Bob, crew, and Marcus, at (about) 16 yo he was an impressive and skilled seaman.

If my memory serves me correctly, Bob was Marcus' farther and they worked together as a great team. Marcus had a lot of responsibility and he handled it naturally and confidently. I will never forget him.

This photo was taken on the voyage home.

Cheers Kate.

Women on Boats – Bronwen Prazak

17th February 2020

Kate Johnston gave us a delightful talk about the two sojourns she had as caretaker of Deal Island, once in the summer of 2006 - 2007 and once in the spring of 2011.

Deal Island is part of the Kent Group, which Eric Island, Dover Island, NE Island, SW Island and Judgement Rocks.

Deal Island is part of the NPWS area, but the ranger lives on Flinders Island. Deal Island is managed by a rotating system of voluntary caretakers who stay for 12 weeks. Application to be a caretaker is through NPWS and is keenly sought.

The principal responsibilities of caretakers are to:

- keep the lighthouse aired
- Keep the vegetable garden going
- Read the rain gauge and phone the results to BoM before 9am each morning

And

- Make sure nothing is stolen.

Caretakers are also very involved with keeping the road tracks cleared. Kate discovered bitumen on the track after they cleared layers of vegetation, which made the roadway much less slippery for driving. They also wandered the beach every couple of days picking up plastics

In addition there is a lot of social interaction at the BBQ, which is not at the caretaker's house but located down the hill and close to the water, for quick return to vessels in the event of sudden changes in weather and changing anchorage requirements!

On their summer stint they were kept very busy at the BBQ and enjoyed visits by 100 yachts and the company of 300 people!! For their spring sojourn there was only one yacht, which only stayed anchored overnight. In both instances their 12 weeks went very quickly.

They also had visits by the Enterprise and the Young Endeavour and the Sea Horse naval training vessel for the Royal Australian Navy where young people can have a 3-month trial to see if they want to be in the navy.

Caretakers are not allowed to have a boat and have a vehicle to get around. They flew to Launceston and from Launceston to Flinders Island and then went with their 12-week provisions by boat from Flinders to Deal Island. There is a transitioning first evening meal provided for them while they are getting settled and sorted, before they are left to manage for themselves.

Provisioning for 3 months with the possibility of no re-supply was tricky. Kate took large quantities of flour to make their own bread. They brought dry food from Hobart. Meat was vacuum packed and frozen in the portions they requested by the Flinders Island butcher. Everything brought to the island has to be manhandled and they had to be careful with their usage of gas/fuel and diesel for the generator.

Previous caretakers had done a lot of work on building up the vegetable garden and adding creative touches. Some areas, like the track to the aircraft crash remains have since become overgrown and hard to find.

The wallabies are terrified of the Cape Barren Geese who think they own the place. Kate had lots of beautiful photos of the fauna and wildlife. Cape Barren Geese standing close up and staring intimidatingly at a wallaby. Cape Barren Geese rushing with wings outstretched towards her. Caspian terns, plover chicks, robins nesting inside the old wooden fence post. And possums asleep on the ashes after having licked the BBQ plate clean. They also had dolphins in the bay and families of welcome swallows. Sting rays in the sand and penguins climbing all the way up the hill; refusing to move even if a car came by.

The lighthouse on Deal Island is at the highest elevation in the southern hemisphere. Probably because of the elevation the mist would completely block out the light. Alternative lighthouses were built in two different locations and at lower elevations. The friends of Deal Island annually put in applications for a grant to restore the lighthouse. In the past when it was in use, the heat of the lighthouse would have kept it dry but now it needs to be aired to prevent further deterioration.

Kate also talked about Steven Murray Smith, the academic writer and historian, and showed photos of the hut the family built and for which they have a special lease as three generations of this family have come to Deal Island.

Kate helped us understand the experience of being a caretaker and for those of us who have not been yet to think about how to visit and enjoy this beautiful island.

Thank you very much for your wonderful photos and a most informative talk!

Bronwen Prazak

Cruising Yacht Club of Tasmania Minutes of General Meeting

No meeting Due to COVID 19

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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.

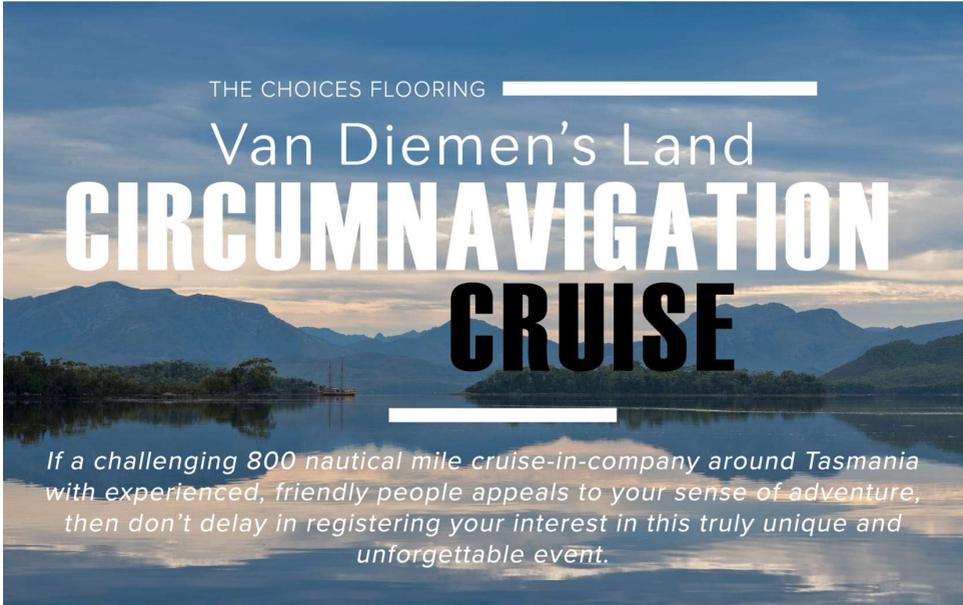
Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8-inch chain. Simmonds Bay mooring is for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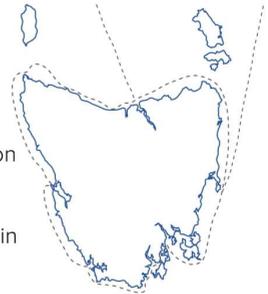
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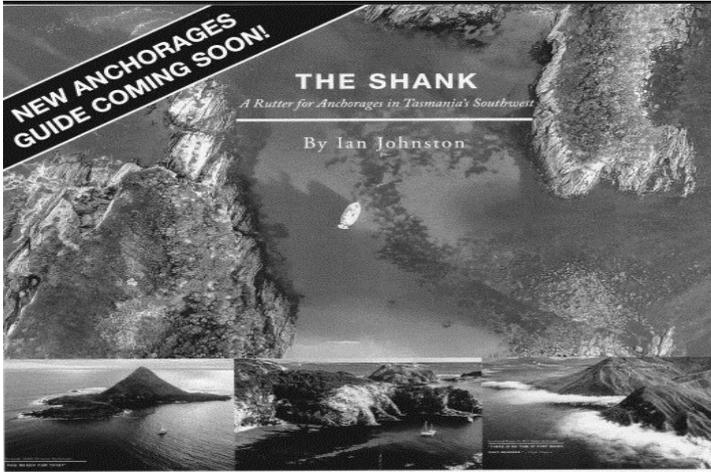
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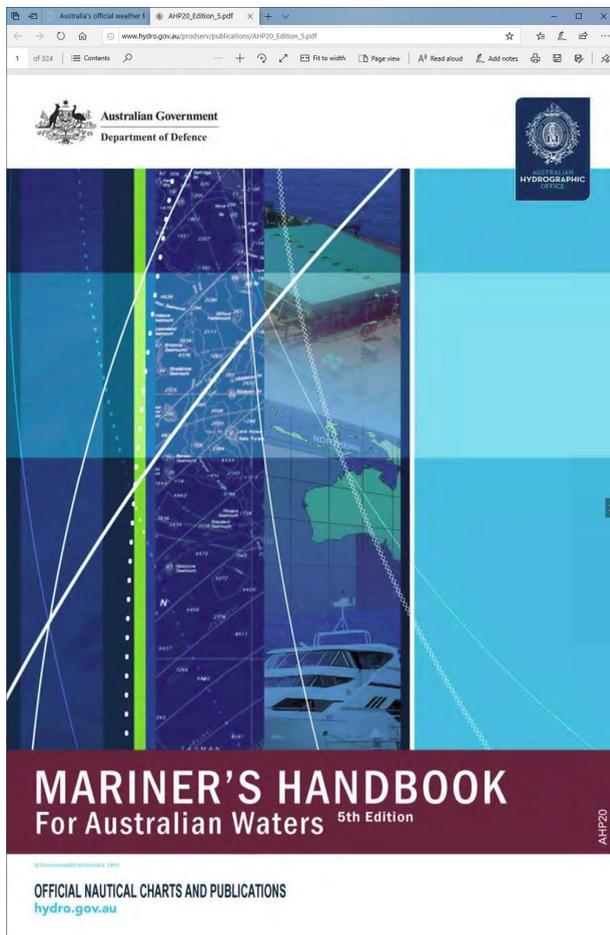
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