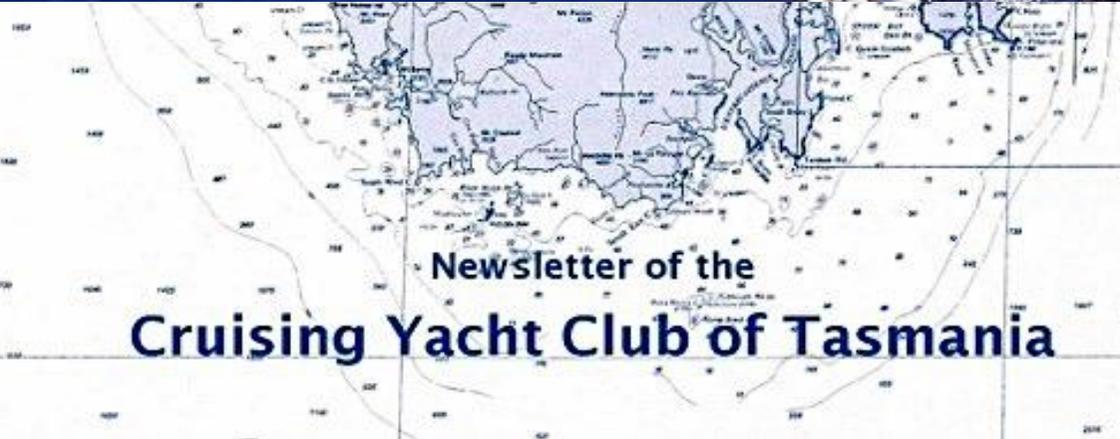




Albatross

Volume 46 No.6 July 2020



Newsletter of the
Cruising Yacht Club of Tasmania

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

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Vice Commodore Tony Peach	0419 383 875	<i>Westwind of Kettering</i>
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Treasurer Shona Taylor	0403 249 529	<i>Easting Down</i>
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Editor <i>Albatross</i> Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
Committee Ian Barwick	0419 007 606	<i>Willyama</i>
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Webmaster Paul Kerrison	0429 999 911	<i>Irish Mist</i>
Quartermaster Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer Andrew Boon

Guidelines for Contribution to the Albatross

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

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

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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. 23

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.

Editorial – Fiona Tuxen



Welcome fellow members to a more relaxed world. We look forward to our upcoming meeting on the 7th July at the RYCT. Please ensure you register.

I would also like to remind you we have upcoming elections and our AGM. If you are interested in taking part we would appreciate your applications. I, as Editor, have another year to stand, but open to any volunteers showing and interest or learning the role as unfortunately I will have to spend more time away interstate once our borders are open.



Proof that your Committee have been active during lock down

CYCT CALENDAR	
<u>July</u>	
Tues 7th	CYCT General Meeting 7.30pm upstairs RYCT
18 th & 19 th	CYCT Cruise to Quarantine Bay, Bruny Island
<u>August</u>	
Tues 5th	CYCT General Meeting 7.30pm upstairs RYCT
29 th 30 th 31 st	Esperance River guided Tour BBQ ashore

Commodore's Report – Richard Taylor



The world is slowly coming alive again, even in Tasmania. It is exciting to see the emerging confidence in the lifting of the constraints on most of the things that we all do in our daily lives. Although the activities are lifting cautiously our time on the water and overnight cruising is now unlimited, except for the number of people gathering at any one time. The local press and the ever constant TV coverage on the subject is certainly more reliable than our club magazine.

You will now doubt have been informed that our July general meeting will be held at the RYCT. This meeting will be quite different for our club because of the social distancing that we will have to observe. Our numbers will be limited and registration is essential, please make it your business to register early to avoid being turned away on the night.

I reported in the June Albatross that we intended to sell the Nubeena mooring.

I can report that we have now sold the mooring and purchased another mooring in Simmonds Bay on Bruny island, it is located quite close to our other mooring, the exact location is,

Lat. 43. 07. 14.88

Long. 147. 21. 28.368

Suitable for a vessel of up to 11.8 meters The mooring locations and the conditions on their use are always posted in our monthly Albatross, please always observe the requirements for everyone's benefit.

I also posted an update last month on the progress on the BBQ shelter at Barnes Bay, after the plans and specifications were submitted to the Shire, after a visit to the site by the Urban Designer of the Kingborough Shire, a survey of local residents being completed and consultation with the Crown Land Department the application was not approved. Some one (or plural) decided that it was not needed, I found the whole process most frustrating and can now start to understand why our council rates are so expensive.

On a more positive note I can report that we have made a donation of \$500 to the Port Esperance Sailing Club at Dover. You may have heard that the clubhouse was destroyed by a fire that apparently deliberately lit by some deranged local. The club lost almost everything, including the sailing dinghies used for their juniors. The building will have to be completely rebuilt. They have some insurance but no doubt there will be some considerable shortfall. We are hoping to invite their Commodore to attend a General meeting in the near future to explain their predicament in more detail.

Maybe as a club we can do a little more to assist them as it becomes clearer.

As our club moves into the modern times where it is important to have our books in order , our leases in place, registrations up to date, auditors satisfied, cruising responsibilities etc, we now have decided that as a club we need to have a " Media Statement".

This statement states in terms as briefly as possible what we do, it has been written to make it clear what we are involved in , there are lots of areas of interest by some of our members in industries or projects that may affect the use of our waterways. As a club we must remain impartial and non political with our comments if made in public , which can sometimes be misconstrued .

Please refer to the Media Statement and the Media Policy posted in this Albatross edition.

Our first post cov19 cruise is planned for the July 18/19 to Quarantine Bay, not really a big adventure getting there but by all accounts it will be well attended.

I hope to see as many of you as we can fit for our July meeting , I hope our microphone system is capable of travelling the further distances over the full length of the upstairs meeting room at the Royal.

Don't forget your name tags, remembering you all may be difficult !.

Richard Taylor.

Constitution amendments for approval at the Annual General Meeting on Tuesday 1st September 2020:

Clauses 3 and 7 amended as follows:

3. The objects for which the Association is formed are to:

- (a) Promote and encourage cruising in company in Tasmania and beyond.
- (b) Organise cruising of boats and disseminate knowledge relating thereto.
- (c) Encourage and support on water activities, boat building and maintenance, and impart knowledge related to boating activities.

7. (a), (d), (e) and (f) The word "Ordinary" would be changed to "Full".

- (b) Life Membership – sentence 2 would be changed to read: "The total number of Life Members in the Club at any one time is limited to ten."

Vice Commodore's Report – Tony Peach



Unfortunately, there have been no cruises to report on, but at least now there are two scheduled on the “Events Calendar”.

July 18 & 19 there will be an aptly named Post COVID-19 cruise to Quarantine Bay. If the weather is kind to us, we shall have an early afternoon barbeque ashore on Saturday 18. You should also log in for the Esperance River guided tour by Tolly Jaworski, and concluded with a barbeque

ashore at he and Josephine's property. (August 29,30 & 31). Details can be found on the website “events page”.

For my safety facet portion of the Vice Commodore's report:

A very large cruise ship's officer divulged to me an anecdote he had overheard of the captain coming onto the bridge at sea:

“I have a vessel two miles ahead, sir,” said the second mate on watch.

“Oh yes, that's a yacht,” the captain said.

“How do you know it's a yacht, sir?” the second mate asked.

“Because I am looking out the window,” the captain said.

The Automatic Identification System (AIS) seems to solve so many problems when you are navigating in poor visibility or at night. Your onboard unit will tell you where all the other vessels are and show their heading and speed. With the information displayed on your radar and/or chart plotter, it looks like you know most things that are occurring in your vicinity. I find that AIS gives you such a positive presentation that you feel reassured, especially since AIS transmits information about what you are doing, to other vessels in your area that are equipped with AIS receivers.

AIS would appear to be a near perfect navigation system for avoiding collisions. Be careful. Your AIS is only highlighting those vessels that have a correctly operating AIS.

Many of us have noted that the new Bruny ferry operator has installed AIS aboard all ships they are operating in the Kettering to Roberts Point crossing. Good news, especially in sea fog conditions that can settle on the waters of D'Entrecasteaux Channel in winter. The large fish farm support vessels also broadcast AIS signal. However, many of the farms' small, fast run-about boats do NOT transmit AIS. On vessels with AIS, is it actually working? I know the police vessels can receive AIS, but who has seen them broadcast AIS. Similarly, naval vessels do not normally broadcast AIS.

All ships over 300 tons are required to have a working 'Class A', AIS system, so you should be able to quickly identify those vessels up on your screen receiver.

For leisure boat users, AIS is an optional (as opposed to mandatory) piece of equipment at the helm, and yachts of cruising size will generally have a Class B AIS, which transmits less frequently and reliably than Class A and at only 2 watts, significantly lower power than class A at 12.5 watts.

We have been attempting to persuade MAST to mandate that the fish farms display "virtual corner marks" using land based AIS signal transmitters. Very recently these virtual marks can have the corner marks joined by "dotted" virtual lines. This would clearly identify the extremities of the farms for us. Would you believe that MAST has convinced the farmers to install these systems but AMSA considers there will be information overload and is prohibiting the farms from applying the technology! (We are attempting to alter this thinking within AMSA currently. Too many desk drivers and not enough boat drivers).

A prudent skipper will utilise AIS to his advantage during a restricted visibility passage, while diligently keeping another eye fixed on the horizon. If you do have reason to navigate in reduced visibility conditions, don't assume that all other boats are fitted with AIS or radar.

On a passage recently, I found myself focusing on the ferries going to and from Roberts Point, and I was ignoring the possibility of picking up the navigation lights of a passing yacht or small fishing boat. Yachts with AIS transmitters showed up bright and clear on my display, but the situation made me realize that vessels without a working AIS these days, would simply disappear from the view of big ships where the navigator tends to look at his display rather than out the windows.

Ships and yachts fitted with AIS are a growing community, with participants able to identify each other and talk to one another. Anyone that is not broadcasting a valid AIS signal is unfortunately, automatically precluded from the community. If you do not currently have an AIS transmitter, give serious consideration to adding it for the coming boating season. It will enable you to see and be seen.

A word of caution here. There are phone "API"s (APPS) that display AIS data, but the information can be 10 to 15 minutes out of date. At 20 knots, the *Ruby Princess* would travel 617 metres in one minute, with or without COVID-19 infectees aboard.

Finally, once you are lashed to your mooring or berth, **PLEASE REMOVE THE POWER TO YOUR AIS.** By leaving it powered up you can create a collision alarm to somebody travelling with their AIS active approaching home port. Erroneous cautions can dilute information generated by true threat targets.

Rear Commodore Report David Bowker

**Rear Commodore Report June 2020**

Last month in my report I wrote “We will start General Meetings again on 4 August as long as government regulations allow.” Well, surprise, surprise. The first General Meeting is now set for July 7th as you all know (if you read your emails!!)

There does seem to be some confusion around registration for this General Meeting. The only way to register to attend the General Meeting is to use the CYCT website. This allows us to restrict the numbers to the legal limit of 60. I know having a “legal” limit is a new concept and previously we have always been able to slip a few more in. The “new normal” is that unfortunately we can’t slip in a few more. So

if you don’t register, we can’t let you in.

I think what has caused the confusion is that separately, the RYCT want us to book if we are having a meal beforehand. So separately from the registration for the meeting, if you want a meal at the RYCT before the meeting, please book with the RYCT. They have asked us to do that as they are very uncertain how many people will be attending and they need to have the right number of staff available. When things settle down, this requirement may be waived.

And there is more!! We have a plan for the August general meeting. In place of one presenter we are going to cover three topics. These will be an update from the Port Esperance Sailing Club who had a fire recently, an update on the progress of the strategic planning exercise and some information on the role of Cruise Co-ordinator.

Membership Officer's Report - David Michell



In writing my report for the month, the first thing I would like to do is welcome on behalf of the CYCT, Jeffrey Reeve and Sonia Tegg, and all going well as a result of Tasmania's efforts in limiting the effects of that virus to the point that it is now, hopefully they may be able to make it to our July meeting, the club's first since February, where they can be properly introduced to members by our Commodore.

So speaking of which, yes, finally some semblance of normality to our lives is slowly returning, such that not only will we be able to hold meetings once again, but as well go cruising and gather once more on the shores together, albeit in accordance with the Covid social distancing requirements etc. But more of that by other committee members (our Commodore and Vice Commodore etc.) I am sure will be written about in greater detail in this issue of the Albatross.

I have to admit, I am glad that life is returning to normal and soon we will be out on one's boats again for in being able to do so all going well I may have more to report on in respect of membership issues and club activities. It has been a bit of a head scratching exercise over these past months in trying to find some words and matters to talk of that might possibly be of some interest to some of you.

It is winter needless to say and at this time of the year, normally our technical forums tend to take some precedence, and maybe it might be possible to hold such sessions once more. If so, I certainly encourage members to take advantage of these nights. Before we know it, our AGM, and Annual Dinner will be upon us and following on from that the New Member's Cruise and Lunch, but more about that at a later date. First off, I look forward to catching up with members at the July meeting.

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

Gypsy Rose

Jeffrey Reeve and Sonya Tegg

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
<i>Gypsey Rose</i>	Jeffrey Reeve and Sonya Tegg	0418 319 728

The Cruising Yacht Club of Tasmania (CYCT) Media Statement and Policy

Media Statement

'The Cruising Yacht Club of Tasmania promotes and encourages cruising in company mainly in Tasmania, we want our members to be able to cruise in safety and that our waterways and coastlines are compliant with all relevant government laws, regulations, State policy.

Media Policy

The CYCT Committee via the Commodore or his/her delegate is responsible on behalf of the club for all material, messages and publications disseminated in the public domain. This includes all interactions with the media, including print, radio, TV, and/or other electronic media platforms.

Authority to provide media responses

1. The Commodore or his/her nominated delegate is responsible for approving all external content for the media including media releases, media statements letters to the editor and/or interviews on electronic media platforms (i.e.. radio, TV).
2. The Commodore or delegate will be the official CYCT spokesperson and will coordinate contact with the media.
3. All media enquiries must be referred to the Commodore or in his/her absence to the delegate and will be attended to as promptly as achievable. In the event the Commodore or delegate is unavailable or unable to provide comment, the CYCT Committee will convene a video meeting to address the issue if urgent. If the matter is considered not urgent, a "no comment" as the executive is unavailable at this time, holding statement is to be issued.
4. Media responses should always be 'on the record'. They will be truthful and accurate, and not include speculation, guesswork and importantly must not provide personal opinion. They must not include disparaging comments about other organisations or individuals.
5. All media enquiries, and the organisation's responses, are to be logged by the Commodore or delegate and referred to the CYCT Committee for comment and agreement, prior to providing an official CYCT response.
6. No personal or contact details of any members of the CYCT will be provided to the media without prior consent of a member.
7. The release of any information will remain consistent with the CYCT's Committee confidentiality policies.

Breaches of the Media Policy

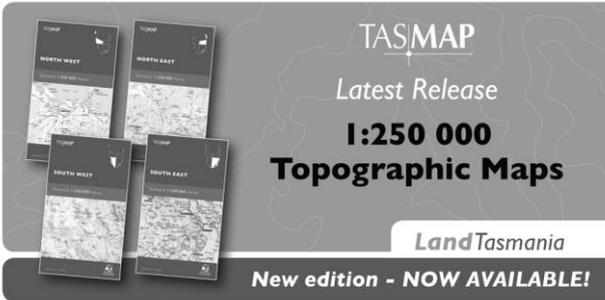
1. The Commodore and/or delegate, as well as the Committee will monitor to ensure no breaches of the policy occur.
2. The Commodore is to ensure that members are advised of the policy, via notification in the Albatross and its inclusion within the Management Handbook as available on the club's website, why it is needed and that we expect no breaches of the policy to occur.

3. Where the Commodore, delegate or Committee member is made aware of a comment, report or complaint from members regarding a breach of the policy by a club member, this matter must be discussed promptly and agreed by the Committee as to the appropriate form of action to be taken in context to providing clarification to the media, if required, on the CYCT's official position as stated in the CYCT Media Statement.
4. Where such a breach has occurred it is the Commodore or delegate's responsibility to respond to the club member why such a breach is inappropriate, to reach agreement (where possible) to ensure no further such breach's of the club's media policy occur and/or consequences to the member should any further breaches occur.
5. Any member who fails to adhere to the rules of the policy and/or directions provided by the Commodore or delegate in this context will be reminded of the aims of the club as stated in the constitution and conditions of membership of the CYCT.

New Edition TASMMap Product - 1:250 000 Topographic Map Series

Dear Distributors and Resellers of TASMMap products,

TASMMap presents the next the new edition of **1:250 000 Topographic Map Series (Both Folded and Flat)**



This new product is now available for purchase from the TASMMap eshop. Please also find attached promotional material which you may utilise as required.

We hope this information is helpful, please contact us if you have any questions.

Regards the TASMMap team.

Client Services | **Land Tasmania**

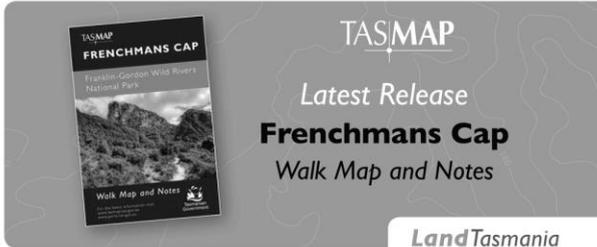
Dear Distributors and Resellers of TASMMap products,



Department of Primary Industries, Parks, Water and Environment



TASMAP presents the next the new edition of **Frenchmans Cap – Walk Maps and Notes.**



New edition - NOW AVAILABLE!



This new product is now available for purchase from the TASMAP eshop. Please also find attached promotional material which you may utilise as required.

We hope this information is helpful, please contact us if you have any questions.

Regards the TASMAP team.

Client Services | **Land Tasmania**

Department of Primary Industries, Parks, Water and Environment



Cruise of the Year Award

Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual General Meeting. Members are invited to nominate themselves or another Club member for either of these awards.

Nominations for the 2019-2020 year are due by 31 July 2020.

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year. The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Huonville Jetty – Gus Vans-Colina



It's been some years since I've been all the way up the Huon River to Huonville, but in the past I used to tie up to the old jetty, which was falling down, then after they removed the remains I had to anchor at the last bend in the river before the town as there it was reasonable holding whereas further up near the bridge and jet boat base the bottom is hard rock or gravel. I see now the jetty has been rebuilt and it's length will take one yacht and of course rafting up, so here are a couple of pics of the new jetty.

It's a nice run up there with just one area of grounded trees sticking out of the river a short distance down stream from the last bend before town. Of course there maybe new obstructions in the river. The reflections in the river are beautiful and if you go up in the afternoon in summer you get a sail all the way up and the next morning the katabatic morning wind will take you back down.

Gus Vans-Colina
M/S StormFisher

Women on Boats – Tracey Taylor

The WOB meeting for June saw another opportunity to use the Zoom App to our advantage. Ginny Gerlach was kind enough to offer to prepare a very informative and cohesive presentation with the focus squarely on Sail Trim.

Mysterious Art or just plain logic! Sail Trim for a cruising mentality rather than racing. It's about the "gut feel" but there is basic info which can help you learn step by step. Ginny took us through a very thorough, detailed PowerPoint presentation, which highlighted succinctly the most important information. With some particularly interesting elements to aid knowledge for all skill sets.

1. Firstly familiarise yourself with the terms, relevant to the Sails so everyone onboard has the same language. This has obvious advantages for clear communication.
2. Points of Sail were explained with details about where your Main and Jib are best positioned to make the most of the wind. Push mode and pull mode, highlighted the different ways the wind is working depending on your point of sail, e.g. close hauled, beam reach or on a run.
3. Understanding the dynamics of air pressure around the Sail's form as well as between the gap in your Headsail and Main will enable you to balance your sails. Match the Main and Headsail Trim, don't distort or "pinch" the gap between them.
4. Experiment! Especially if you can do this in a steady breeze. Move your traveller, adjust your cars depending on the wind speed and when your Jib is furled, to aid with the angle of the jib sheet. Use your Vang and remember that the Main Sheet is your accelerator! Maximise these Controls to Improve your Sail trim and ultimately your vessel's performance.
5. Telltales are the visual indicator of how the wind is travelling over the sail. Perfectly balanced sails will see them flying horizontally. Use them to guide you to tweak and get those sails trimmed.

Ginny is so generous with her knowledge. Her experience shines through and this presentation covered some great info, which may have jogged a memory or two, but most importantly, provided inspiration to experiment and increase our confidence to get the best from sailing. Thanks again for your continued support of WOB Ginny.

After consulting with the RYCT, it appears we may have to wait till Spring before our WOB meetings can resume, due to restricted opening hours and limits with space for meeting rooms.

To that end, we will attempt to hold another meeting via Zoom for July. See you then.

Main Controls

	Angle of Attack	Draft	Twist
	Angle of Chord to Wind	Amount and Location	Difference in AoA
Halyard		✓	
Sheet	✓		✓
Traveler	✓		
Vang		✓	✓
Outhaul		✓	
Backstay		✓	✓
Cunningham		✓	

Telltails - The best thing about trimming the headsail is tell tales. These simple inexpensive little bits of wool tell you way more information than any electronic instruments can ever hope to.

Symptom	Cause	Remedy
Leeward (outside tell tales) not streaming (stalled)	Sail is trimmed too hard	Ease jib sheet
Windward telltales lifting	Sail is too eased	Trim jib sheet more
Windward upper telltale lifting	Sail too open (twisted) in head	Move jib car forward
Leeward lower telltales stalled	Sail too deep in bottom.	Move jib car aft
All telltales flowing evenly	Perfect trim	Enjoy your sail!



The Yacht “Beyond” Cruise to Cape Town – Christina Hay

It is now one year since we sold “Beyond”. Her new home is Sandringham Marina, Melbourne. Picton and I and family enjoyed 44 years of trouble free cruising on our 40 ft. Wilson Built, Huon pine cutter.

I thought CYC members may be interested to read a brief summary of our voyage Hobart to the U.K. Undertaken in 1985. This months Albatross will cover the Hobart to Albany leg.

We set off on 21st January 1985.

Passages made were	Hobart	-	Albany	11 days
	Albany	-	Fremantle	3 days
	Fremantle	-	Mauritius	24 days
	Mauritius	-	Durban	11 days
	Durban	-	Cape Town	5 days

Overall, we were blessed with fair winds. When we mentioned to sailors that we were going to the U.K. Via South Africa, they all looked aghast and were very quick to tell us we were going the wrong way. Picton had studied “Ocean Passages of the World”. We were comfortable with our decision and were convinced we were actually going the right way for that time of the year, i.e. departing Hobart January 1985.

Prior to our Voyage to London we had made a number of ocean passages. Sydney (5) Melbourne (2) Great Barrier Reef, Noumea, Fiji and Lord Howe Island. When deciding the route to take to the U.K. we studied the logs of the many sailing ships who had made voyages to England. Harriet McGregor had an outstanding record of 24 voyages. Also several to Mauritius. Harriet McGregor always departed Hobart late January and went west about to the U.K. The reason being the “highs” are well north in the Great Australian Bight. “Beyond” departed Hobart January 21st 1985

It had been a busy three months organising everything to make sure our trip went without problems. Paper work to various embassies to make sure we would be welcome at the foreign ports of call being the most time consuming.

All replies indicated we would be most welcome anywhere! I had made all the donna covers, sheets and pillow cases in sturdy material to match the cabin upholstery. Providing “Beyond” with enough fresh and basic dry food to take us to South Africa and stowing clothes for the four of us for the entire trip was a challenge, especially choosing the 'right' style and colours for the girls. We also took flute, guitar, books, and games as well as sewing and knitting to keep us amused. Little did I realise that we were not going on a holiday cruise, we were aiming to “make a passage” and there would be no spare time when under way.

It was to be a full time job keeping “Beyond” moving, always aiming for 8 knots. Picton was determined to make good time, as once winter came, we needed to be well away from Cape Agulhas!

Throughout the voyage the seas ranged from very smooth... 3 days... to rough and lumpy approx. 20 days. For the remainder we experienced the long ocean swell and wind waves. Only a few days were we subject to “real Bass Strait” weather. When we set off, our youngest daughter was 9 years old and had already completed 8 Bass Strait crossings

On the day we departed we could not have wished for better weather. We anchored at Partridge overnight to make sure all was shipshape and secure. Early next morning the sails were set and before noon, with a warm easterly pushing us along at 8 knots, by sun down we were well clear of the coast and cruising north west out into the Southern Ocean. We all sighed with relief that we were actually on our way. The plan being to get up into the Great Australian Bight to keep in the north east winds. This indeed was the outcome, and with dry decks and warm breezes until day 10, the last day before arriving in Albany, we were met with a westerly and had a stiff, wet beat into Albany on the 11th day.

Stepping ashore in Albany, was a very strange experience. It was the first time we had experienced 11 days, continuous sailing and we were all took a couple of days to get steady “land legs” back. It was difficult to step up or down from a footpath, even stepping from the boat to wharf was hazardous.

Nevertheless, we were all very pleased to be on terra firma. Albany is a delightful town. A picturesque sheltered harbour, with many foreshores walks along towering cliffs, studded with blow holes and caverns. We visited the site of the Cheynes whaling station, a Marron Farm and a wonderful peach orchard. It was great to eat the fresh tree ripened fruit and we were happy that we weren't missing out on our yearly Tasmanian summer treats after all. I can recommend Albany as a place for a very quiet holiday.

From Albany we went up to Fremantle. Sailing around Cape Leewin it was blowing so hard I didn't think we would be able to turn the corner! The wind and seas were probably the worst encountered on the whole voyage. We held on tightly to the wheel as we surfed down the waves, clocking 11 knts frequently. Although I thought it “very hairy” “Beyond” certainly proved she was capable of taking us to the U.K.

The crossing, from Fremantle to Mauritius was probably the most interesting “for the sailor”.

Once clear of Fremantle, customs and other formalities, we quickly settled into a daily routine. Always one person on the wheel, often another on deck for company, but that depended on how busy the previous 4 hours had been. Phillipa, even though she was only 9 years old was perfectly capable of taking the wheel when conditions were suitable. Even in the dead of night she would be up on deck when she felt the movement of the boat change “What is going on?” being her first words. She was always ready to get drinks and snacks for the person on the wheel. We were sure she slept with one eye open.

We ate well. Always fresh food and treats to keep up moral. Unfortunately, no icecream as we did not run the freezer to freeze our meat. Chilling was sufficient to keep our Cryovac food in good condition.

Between 5 pm and 6 pm daily was our happy hour. The girls would play their musical instruments and we would all have our chosen drink and snack. It was a lovely time of the day, all being on deck to share stories of our daily challenges as it was the only time when we were all together.

On one of these evenings having checked all the satellites which appeared at dusk, Phillipa noticed a moving object coming from the opposite direction. It was at an undetermined height but was lower than the satellites. It hovered about the mast for 10 seconds or so, then went around in a

circle, stopped once again, then sped off faster than it had appeared. A spy plane... A UFO we will never know.

Leaving Fremantle, we dodged three cyclones. They originated in the Arafura Sea, picked up speed in the Timor Sea, then moved down the west coast. They seemed to move around off Carnarvon and no matter which way we headed, one appeared to follow us which was a little unnerving at times. The cyclone was called "Isabelle"....a family name.. so, we felt quiet happy we would come to no harm. Carnarvon Radio was very helpful, and it was reassuring to have them keeping an eye on us. After a pretty rough and interesting night, Carnarvon Radio answered our sked call. " Good. you are still there!" was their reply. Obviously they were quite relieved to hear from us. Pushing northwards to meet the south east trades, we finally were in the stream and they carried us for about 10 days. Then we fell into 3 days of doldrums. A silver blue sea, not a ripple or living thing to be seen ... and the Ancient Mariner poem came to mind. It was very eerie. After two days, going nowhere with no indication that conditions would change, Picton reluctantly started the motor to push further north to find the trades again. Even though we were busy most of the time keeping the boat moving, making bread and meals, the crossing tended to become monotonous especially for Stephanie, 17yrs. and Phillipa. We did have a visitor from the depths appear at 4 p.m. every day for three days starting about 300 miles from Mauritius. We were quite anxious to have fresh fish, so Picton had set a large hook with wire tracer plus bait, it bounced from wave to wave all day till it disappeared at 4 p.m. Next day, we set larger, heavier gear, and once again at 4 p.m. it was gone. But as we had all been watching intently, we were lucky to see a huge green fish emerge from the depths .. he lunged at the bait and who took the lot... no fight or struggle. The third day, having set a heavier hook, wire etc. and just like the two previous days, the monster appeared and whoosh...it was gone in a flash. We did not try again, and we certainly would never contemplate swimming in the ocean. Apart from a few whales which cruised well away from us the only other living creatures were the flying fish who would lad on deck with a thud. Even if we didn't hear them due to the sound of wind or waves, we could always smell them. Unfortunately we never had need to eat them.

One fine day, there were water spouts trying to form, they looked like small tornadoes whirling towards us but luckily they stayed 100 meters away. Just as well as we were imagining our sails being ripped to shreds and our gear being whirled away to Kansas!

We were very happy to see cloud settling over Mauritius on the morning of the 24th day. We rounded Cap Malheureux, the northern tip of the island, and glided down the sunny West Coast to Port Louis.

Mauritius is a beautiful island being ruined by over population. It is approximately 1/4 the size of Tasmania and in 1985 had over 1,000,000 inhabitants. mostly Indians who were descendants of the workers who had been taken to the island by the British to cut the sugar cane. The Island has been colonised by the Dutch, French and British. Many beautiful buildings still stand but are unfortunately, falling into disrepair.

We moored at one of the East India Company Wharves, in front of a Mauritius Navy Ship. On the wharf there was a tap with fresh running water. I proceeded to wash out a few light clothes using my manual washing machine to keep us going whilst I found a laundry. No need to look further, the navy personnel very kindly offered to do our washing, over 30 kilos....all came back perfectly clean and folded after 6 hours..... cost... US\$30.00.

The British East India Company had built beautiful waterfront facilities and public buildings in the town. Many are in a sad state, and the roads are full of potholes and there seemed to be garbage everywhere.

Port Louis, the capital was dirty and decadent.

The nicest tourist attraction in Port Louis was the Sir Seewoagur Rangoolan Botanical Gardens. Where we marvelled at the size of the waterlily leaves, big enough for a man to stand on. Unfortunately, this attraction needed lots of TLC.

Walking around St Louis at night was not recommended. There were groups of 5 or 6 young men, all looking for an unsuspecting tourist to rob... so we were told. But, we just looked brave and acknowledged them. Maybe we were naive. we actually felt quite safe. We happened to be in port on the Saturday night when they were celebrating Independence day. We were told the celebrations were to take place on the recreation ground on the other side of town. From the wharf area, it looked a clear walk, across a couple of paddocks. As the way was clear of buildings, and no road, I thought, just lets take a short cut through the fields as it looked about a 20 minute walk. We all dressed in our whites which was standard dress for shore outings and set off before dark. Thankfully, we took torches, as the darkness enveloped us very quickly. Then to our horror, we pretty soon realised why there were fields on the very edge of town, as it was actually a boggy flood plain. Within minutes we were up to our knees in mud...and trying desperately not to splash each other or fall over, we were thankful for the darkness as when we arrived at the recreation ground we were all very muddy and dishevelled. Of course, I was the worst mother in the world, so we desperately looked around for a deserted area to stand out of sight of the revellers. We found what seemed to be a good spot with an outlook over the ground... maybe that should have started alarm bells ringing. But at that stage, we were very pleased to have space to ourselves.

The celebrations started, loud music accompanied by laughter and announcements over the loud speakers, all in very fast speaking French, which we couldn't understand. Then all went silent. What is going to happen? BOOM! we almost hit the ground in fright. We were only meters from the guns firing the 21-gun salute! Nothing seemed to be organised, just loud music and drinking, so luckily we were able to get a cab back to the safety of "Beyond". Not a very successful outing with the girls vowing never to follow "Mum" on her short cuts.

The Fruit and vegetable markets had a good selection of produce, basic vegetables locally grown but most fruit imported from either Australia or South Africa. One day we wandered around to the little local wharf area where we found lots of people waving and shouting. A 14 ft. dinghy was being rowed towards the landing with a 16 ft. shark strapped along the side. After many directions and more shouting, the shark was hauled onto the landing where it was unceremoniously hacked to pieces. Each piece being eagerly purchased by the members of the excited crowd. Later that day we visited the meat market hoping to purchase fresh supplies to get us to Durban. It was a disgusting site. Freshly slaughtered carcasses, dripping with blood and covered with flies hung from low ceiling rafters. Then we realised by the locals were keen to purchase the fresh uncontaminated shark. We left Mauritius without meat, but with a good store of fresh eggs and new fish hooks and lots of fresh fruit and veggies.

Mauritius to Durban in a month or two!!

**45th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc
To be held on Tuesday 1 September 2020, 7.30 pm
at the Royal Yacht Club of Tasmania**

AGENDA

- 1. Opening**
Scheduled for 7.30 pm
- 2. Attendees**
Members are asked to register their attendance on the sheet provided
- 3. Apologies**
- 4. Minutes of the previous AGM held on 3 September 2019**
- 5. Business arising from those Minutes (if any)**
- 6. Treasurer's Report and Auditor's Report**
- 7. Appointment of Auditor**
Confirmation of Auditor appointment for the financial year 2020-21
- 8. Commodore's Report**
- 9. Presentation of Awards**
 - Cruise of the Year Award
 - Cruising Plaques
- 10. Special Resolution - Constitution Revision**
Consideration of a Special Resolution as follows:
"That the changes to the Club's Constitution as emailed to members on 31 July 2020, noted in the July and August *Albatross*, published on the Club's website and tabled at this meeting be accepted and transmitted to the Department of Justice (Consumer Building and Occupational Services -CBOS) for approval."

11. Election of Office Bearers

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

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

12. Any other Business**13. Close**

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief and there will be a light supper between the two meetings.

Cruising Yacht Club of Tasmania Minutes of General Meeting

No meeting Due to COVID 19

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CYCT MOORINGS

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

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

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

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

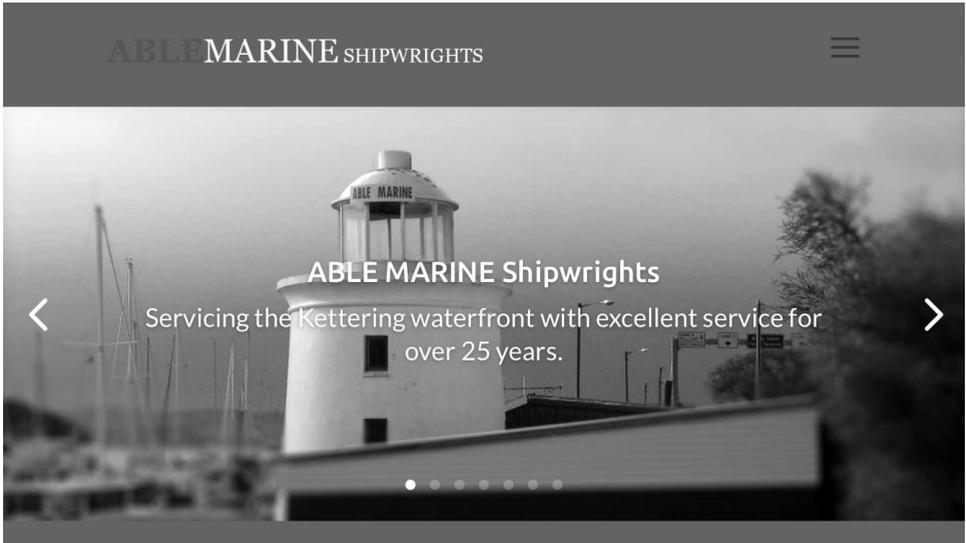
The Committee would appreciate it if you noted your visit / intention to visit a club mooring by informing a member of the Committee

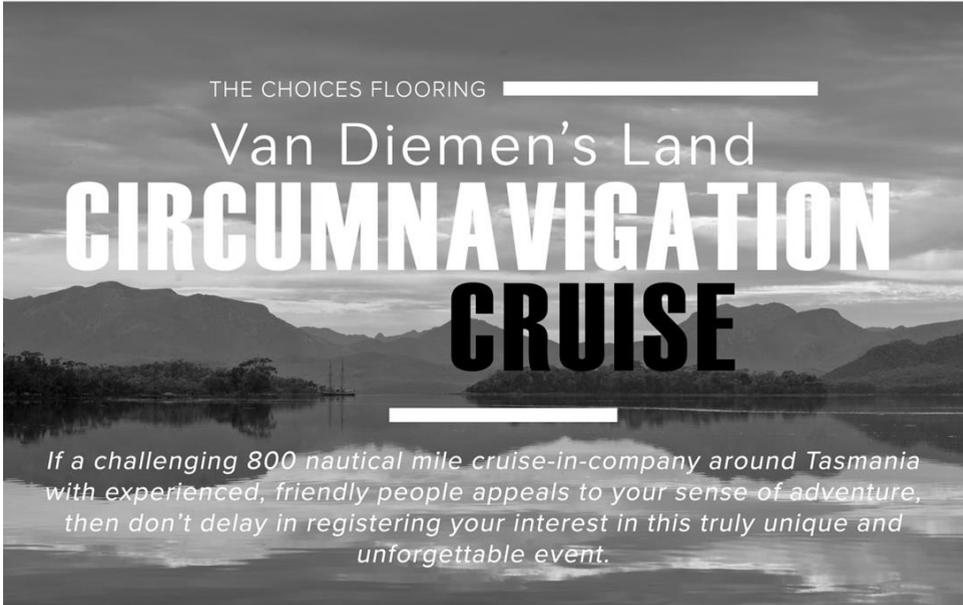
When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.

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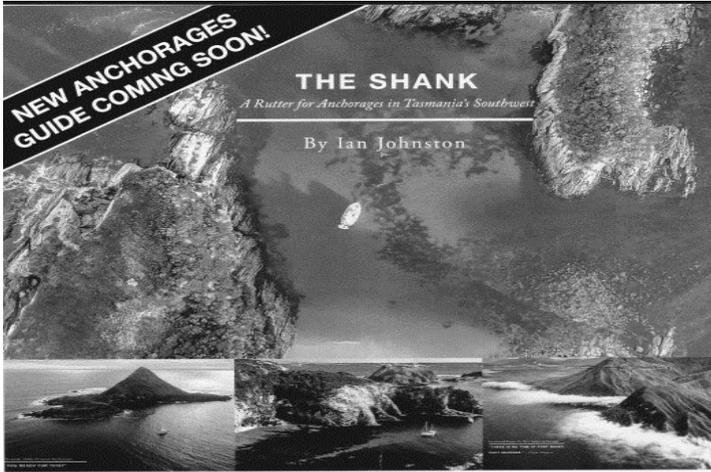


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more information

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 – Paul Cullen, Director, Australian Wooden Boat Festival



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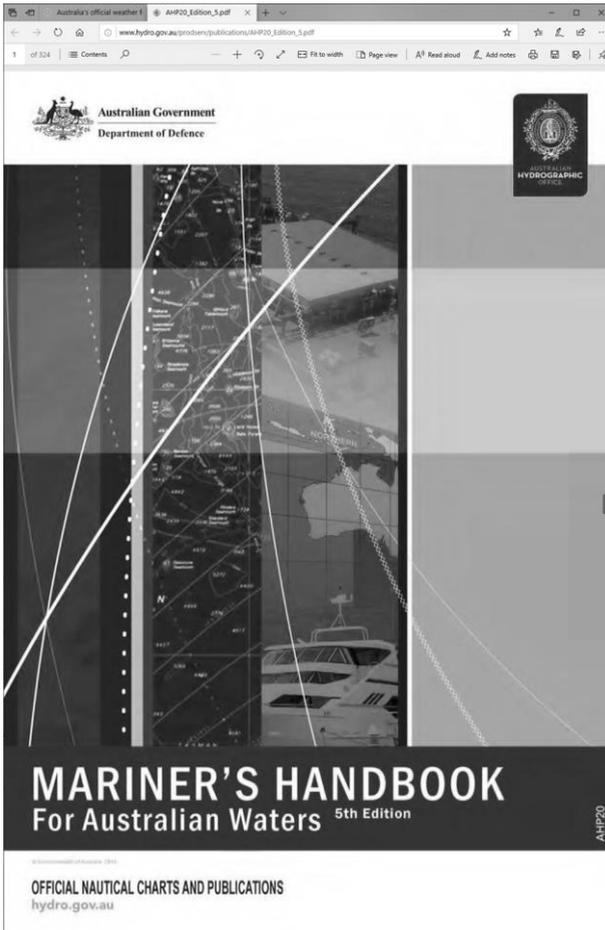
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

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

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

Regards,

Andrew Boon
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THE CRUISING YACHT CLUB OF TASMANIA INC
Nominations for Office Bearers – 2020 - 2021

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Royal Yacht Club of Tasmania at 7.30 pm on Tuesday 1 September 2020

At that time, all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

Being financial members of the Cruising Yacht Club of Tasmania Inc. I hereby nominate the following member(s) for the position(s) indicated for the 2020/2021 financial year.

Proposer: Signature:

Seconded: Signature:

POSITION	NOMINEE'S NAME IN FULL (Must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
before 25 August 2020