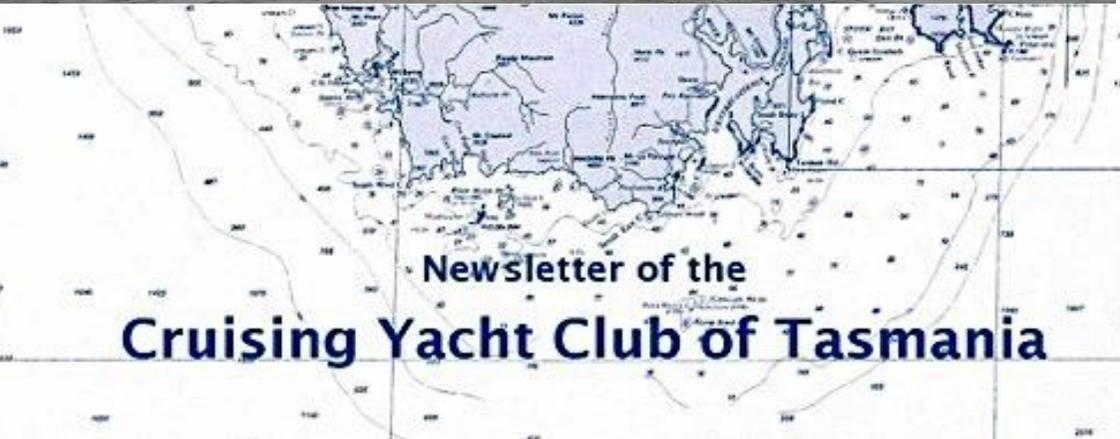




Albatross

Volume 46 No 10 November 2020



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au
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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 not be *italicised*, **not** “inverted commas” or capitalised.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 20th (there is no *Albatross* in January)

Table of Contents

Table of Contents..... 1

Editorial – Fiona Tuxen 3

CYCT CALENDAR 5

Commodore’s Report – Val Nicholls..... 6

Vice Commodore’s Report – Yet to be appointed 8

Rear Commodore Report - David Bowker 8

Membership Officer's Report - David Michell..... 9

APPLICATIONS FOR MEMBERSHIP10

New Member Directory from Nov 2019 – 2020.....10

New Members Bio11

How to Avoid being a Screw Loose – Tony Peach12

A Weekend Away at Nubeena – David Mitchell17

On Circumnavigating Tasmania – Roger Locke.....19

Women on Boats.20

General Meeting Minutes Tues 6th October 2020.....20

Members Buy and Sell23

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. 33

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



So near Xmas and a lot to fit in. So, I guess our members will be spring cleaning their boats ready for the Cruising Season.

Have Fun
Cheers Fiona

Hello Fiona,
Here is the link to my Soft Shackles Word document in Dropbox.
Thank you,
Dorothy

<https://www.dropbox.com/s/lsehztzrl3b5d9gk/Making%20Your%20Own%20Soft%20shackles%20f%20DROPOBOX.docx?dl=0>

Social Christmas Gathering: To be re-scheduled

Welcome one and all to a Xmas BBQ from 1pm till 5pm at HUT 1 in the Dru Point Bicentennial Reserve in Margate.

Members can drive there by car via the roundabout in Margate on the Channel Highway. Turn left if coming from the city/Kingston or turn right if coming from Kettering/south of Margate. Turn into Beach Road then continue to the Esplanade on NW Bay. Turn left and follow the Esplanade to Dru Point Road near the Boat Ramp and jetties. Then turn left into Dru Point Road and proceed to the end of the road and parking areas. You will see Hut 1 there not far from the Dog Exercise Area.

Hut 1 contains 2 electric BBQs and 4 tables and seats all under cover. You are requested to bring your own fold up tables and chairs, if you have some, to be able to spread out on the grass or under the trees if the weather is good. It's BYO EVERYTHING for lunch but there is a kiosk open nearby for coffee and icecream etc if required.
A toilet block is within close walking distance to Hut 1.

If you decide to arrive in NW Bay by boat on that day, please ensure that when anchoring you leave plenty of space for other users of the boat ramp. It is quite some distance from the boat ramp to Hut 1 especially if you're carrying lots of items so you can phone Philip Bragg on: 0413105818

or

Barbara Weetman on:
0413531269

and we will arrange for someone to drive there to collect you and bring you to Hut 1.

We will have some musos attending but would like to encourage others who play an instrument to bring it along and jam together. We are considering a \$5.00 cost per person or alternatively a donation from the Club, among others, to cover some travel costs etc for the visiting musos. Brian Parkinson is a CYCT member, but the others are not. Those of you who know Brian will recognise his formidable musical talent. You're all in for a treat!

Don't forget to bring your own sunscreen and insect repellent.
Hats and umbrellas may also be required if the weather lets us down.

A Covid Required List of names and phone numbers of those attending will be collected on the day.

It will be a really good opportunity to socialise and catch up on news and views after being somewhat cloistered away during Covid.

We look forward to a great celebration together while catching up with good friends and new members and please remember to wear a CYCT name tag to make it easier for any new members.

See you all there!

Barbara Weetman and Philip Bragg
("Honeywind" and "Venus")

A reminder to members that we have a "For Sale Section" this is available to anyone within the club to advertise.

CYCT CALENDAR	
<u>November</u>	
Tues 3rd	CYCT General Meeting 7.30pm upstairs RYCT Chris Short - South West Anchorages Least Visited"
Thurs 12th	Winter Technical Forum RYCT 6 – 8pm Subject: CPN Charting
Mon 16th	WOB – RYCT @ 6.45pm Subject – On Water
Tues 17th	Committee Meeting RYCT Boardroom 7.30pm
Sat 21st	New members Cruise – Registrations Required
<u>December</u>	
Tues 1st	CYCT General Meeting TasMaritime Radio Domain 5.30pm BYO
Sat 5th	Social Christmas Gathering Dru Point Margate
Sat 5th	Great Bay, Missionary and Little Fancy Cruise
Thurs 12th	CYCT Social Christmas Gathering, Dru Point Margate, BYO Drinks and Food.
Sat 15th	WOB Xmas Party
Mon 28 th – Jan 1	New Years Eve Cruise
Thurs 31st	New Years Eve Quarrantine Bay.

Commodore's Report – Val Nicholls



Bravo to club members that braved the wind, rain and chill to represent the CYCT in the Combined Club Opening Day Sail Past parade on October 3rd. Taking the salute from the Governors representative on M.L.Egeria whilst staving off hypothermia and alphabetical confusion was no mean feat. Understandably, 14 CYCT vessels forsook the opportunity for a night on anchor in Richardson Beach in favour of homely comforts. Many thanks to Richard Taylor for coordinating the event.

It occurs to me that the merits of General Meetings are, at least, threefold.

1. They provide a congenial opportunity for members to participate in, and attune to, governance of our club.

2. Guest presenters give of their time and enthusiasm to develop our knowledge and inspire our sailing.

3. Dinner prior, a brief interlude and simply sitting together provide opportunity to socialise and consolidate our identity as a group, a club.

A sense of identity and belonging is integral to any sustainable club. The turn out and participation on Oct 6th did not disappoint. Chairs were filled and various members made useful comment, and some offers to contribute to CYCT events. Our guest presenter for the evening was Ron Thomas, immediate past Chairman of SV Lady Nelson. Ron shared stories and slides of the history and travels of the original Lady Nelson before telling something of the construction and contemporary life of the replica that has become such a part of the Hobart landscape. Understanding the varied contributions of volunteers who give of their time, energy and enthusiasm to maintain and share this beautiful vessel commanded our respect and appreciation. Our next GM Guest presenter is Chris Short. Chris will invite us to explore least visited SW anchorages. What a good reason to turn up to the GM!

At some point in the General Meeting suggestions were made and laughs enjoyed about the benefits of the ubiquitous Name Tag. Love them or hate them, they are useful. To know a name offers an easy first step for new and/or shy members to make connection, and for all to develop friendships and strengthen the social glue that helps hold our club together. Knowing names, having chats, facilitates our capacity to tap into the wealth of knowledge and experience within the membership.

The CYCT Committee continues to sustain vacancies for Vice Commodore, Editor and Warden. On the bright side, welcome home to Rear Commodore David Bowker! Despite being COVID constrained in UK longer than expected, a double Quarantine whammy first in Sydney then 2 weeks in Tasmania, David has continued to participate in Committee matters via email and Zoom. We look forward to seeing him in person at the next General Meeting on Nov. 3rd.

The Winter/Technical Forums provide especial opportunity for Skipper and Crew to extend, confirm, or perhaps doubt personal understandings of some of the infinite technical issues basic

to maintaining a well-founded boat. This month our appreciation goes to Ben King and Mitch Ranson from Almasts Australia Pty Ltd. Together they offered a presentation on the varied use and structures of Dynema Ropes as well as the key considerations in the design of Reefit Furlers. The presentations were informative and engaging, provoking plenty of questions and some reflection on the use of the Halyard knot and the perils of galvanic corrosion associated with Furler design. Thank you, Andrew Perkins for organising.

Whilst there is a deadline for the Cruising Calendar 2020/21 to be available as PDF document by the end of October, the online calendar of events is ever developing and responsive to members offering of additional cruising and social opportunities. There's plenty to look forward to. Coming up over the Hobart Show weekend, members can register to join *Honeywind* in Great Taylors Bay. Thanks, Phil Bragg, for putting a hand up for Cruise contact. In November on the 12th Andrew Boon is presenting an especial opportunity for members to get familiar with the freely available and impressive and automatically updating chart plotting software OpenCPN.

Later in the month ahead we can look forward to the traditional CYCT Welcome to New Members Lunch at Quarantine Bay. Rumour is out that the Seafood Chowder Special is still on the menu. Check the detail on the website. Come by boat, car or bike but come along and be part of this Club favourite event.

Pick your preferred transport once again for our Xmas BBQ on Dec 5th at HUT 1 in the Dru Point Bicentennial Reserve in Margate. Thanks go to Barbara Weetman for initiating this festive social. BYO everything including musical instruments if you'd like to jam with a number of local muso's joining us for the afternoon. More details on the website.

Things are starting to happen in Dover. As you know, the Port Esperance Sailing Club had all of its boats, life jackets, safety equipment, a key storage facility and half its main clubrooms destroyed by fire in April. PESC Club members and the broader Dover community have now come together to form the Clubhouse Rebuild Working Group. Motivated by an intent to both uphold PESC history as well as respond to the future needs of this southernmost sailing club, the Clubhouse working group has identified their intent to commence building a sailing club and training centre that has capacity to hold social events. CYCT has extended a helping hand with some conditional financial support. With this in mind, I look forward to meeting with PESC Commodore Matt Wardell in the near future to discuss how CYCT support might best be utilised.

"You do not ask a tame seagull why it needs to disappear from time to time toward the open sea."
Bernard Moitessier

Val Nicholls

Vice Commodore's Report – Yet to be appointed

		PROVISIONAL - CYCT CRUISING CALENDAR 2020-2021 SEASON																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
2020	September	AGM / Annual Dinner																														
	October	Yachting Season opening Day																														
		Richardson's Beach																														
		Great Taylor's Bay Cruise																														
	November	New members cruise @ Quarantine																														
Rigging Specialist aboard demo boat																																
December	Great Bay - Missionary/Simpson/Lt Fancy																															
	Southport then Quarantine for NYE																															
January	Quarantine for NYE																															
	Australia Day LW - Dover Port Esperance																															
February	Combined event CYCT/RAID/LBT Bames Bay																															
	Clean Up Australia Cruise																															
	Norfolk Bay cruise																															
	RYCT VDL - if it happens??																															
March	Cygnet Regatta Cruise																															
	Extended West Coast Cruise - Port Davey																															
	RYCT VDL - if it happens??																															
April	Circumnavigate Bruny Island																															
	Dover / Port Esperance																															
May	Norfolk Bay cruise																															
	Circumnavigate Tasman Peninsula																															
June	Circumnavigate Tasman Peninsula																															
	Franklin - Cygnet																															
	DARK MOFO																															
July	Winter Cruise Bames Bay																															
August	NIL																															

Rear Commodore Report - David Bowker



David is back but in Self Isolation

Chris Short will be presenting a talk on “South West Anchorages Least Visited”

December Christmas Meeting will be BYO to “TasMaritime Radio” Domain

David

Membership Officer's Report - David Michell



Afternoon all, I am sitting here in the pilot house on Minerva, the rest of the crew having gone ashore to Kingfisher Beach, Great Taylor's Bay on an overcast Thursday afternoon. Anchored in the bay are another 5 club boats with perhaps some more to arrive. The burr of an outboard as it whisks the occupant ashore on a dinghy.

Looking out the door I see club members going for a stroll along the beach. I on the other hand having elected to stay aboard laze upon the settee, being your erstwhile

membership officer writing my monthly report for the Albatross.

The wurr of the wind generator punctuating the peacefulness of the afternoon. Later I will join the others for an onshore BBQ. Well that's the plan at this time. Such is the simple pleasures of cruising CYCT style.

Hopefully by the time you get to read these words, you will also have received an email regarding the planned New Member's cruise to Quarantine set down for November. Hence, you will know what this weekend entails, suffice to say that past cruise events have been extremely popular and it's a great social occasion- one not to be missed. Please register if you are intending on attending.

Welcome to our newest members Cas and Ros Pitt, myself I have known them for many years via our mutual association with the Hobart Real Tennis Club (Royal Tennis for those not aware we changed our name), plus via my previous work with the EPA and Cas's position with the RMPAT.

Just one other reminder I am working on completing the 2020 Membership Directory and I implore you to check your details in the club website, if there have been any changes to your details since the 2019 Directory. This document I hope to have completed in November and made available to all thereafter. Cheers Dave

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.

Fantasy

Ken Johnson

No Boat as yet

Lance & Heather Cowled

WELCOME TO NEW MEMBERS

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.

Midnight Passage

Keyran (Cas) & Rosalind Pitt

New Member Directory from Nov 2019 – 2020

<i>Halcyon 11</i>	Brett & Janet Rutherford	0409 940 973
<i>Mawson</i>	Biswah Oakes & Mischi Sigris	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>Carpe Diem Infinity</i>	Bob and Emily Dunbabin	0418 384 194
<i>Gypsy Rose</i>	Jeffrey Reeve and Sonya Tegg	0418 319 728
<i>Sequoia</i>	David V Mitchell & Jannine Chin	0427 054 867
<i>Brambletye</i>	Prof.Rupert MacLean & Michiko Innoue	0478 655 335
<i>Nautilus 111</i>	Steffen & Sally Koltoft	0407 700 204
<i>Midnight Passage</i>	Cas & Rosalind Pitt	0411 249 411

New Members Bio

Midnight Passage – Cas Pitt



Ros and Cas Pitt, and Midnight Passage

Midnight Passage was launched in late 1988, having been built at Oyster Cove by Martin Seymour to his design, and fitted out by Cas.

She is a double-ended cutter-rigged ketch 10 m in length plus bowsprit, 3 m beam and draws 1.5 m, displacing 10 tons, berthed at Kettering. She has been in most of the Wooden Boat Festivals.

The hull is celery top pine, the deck Queensland white beech, and the cabin sides and bright work mahogany. Inside she is fitted out with blackwood. We have cruised her in the circumnavigation of Tasmania in 1994, with several trips to Port Davey, and up the East Coast, but most frequently around the Channel with Recherche one of our favourites.

On occasion we have been unfaithful to her, bareboat chartering several times in the Whitsundays, and several times along the Croatian coast.

Looking forward to participating in the CYCT activities.

New Member Lance Cowled

Born in 1950, I trained as a meteorologist. During my working life with the Australian Bureau of Meteorology, I travelled by sea to and from Antarctica every few years between 1989 and 2012, working on the bridge deck as a forecaster. On my first ocean voyage, I was introduced to basic celestial navigation (sun sights only). I retired in 2012 and in early 2020 I read a book which reawakened my interest in celestial navigation.

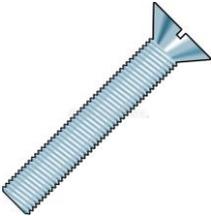
I then did a competent crew course with Tasman Adventures in August, but I'm now forgetting what I learned, and those 5 days (mostly windless) are my only yachting experience to date. I'm now 70 and moderately healthy, although not as fit as I'd like. Since doing the competent crew course, I have been studying online with "Navathome", doing a RYA Yachtmaster theory course to improve my basic knowledge, so I am really a Covid 19 "virtual sailor".

Although I have many musical commitments, I hope there may be occasions to gain some real-life sailing knowledge and experience with other CYCT members (I don't have my own boat).

Regards,
Lance Cowled

How to Avoid being a Screw Loose – Tony Peach

“Junker”. I am sure you have heard that terminology, but are we referring to a piece of derelict equipment, a sailboat with the masts not supported by shrouds or something else? The answer is revealed near the end of the article. My intent here is to compare various types of fasteners and associated locking systems, when to use them and when to avoid them. Summarising:

<p>Wood screw:</p> <p>This has a parallel cylindrical shank and a tapered helical thread. The coarse (large pitch) threads are intended to generate their own helical engagement into the body to which they are screwed.</p>	 <p>Figure 1</p>
<p>Self-tapping screw:</p> <p>Parallel helical thread with thread continuing to underside of head. The coarse (large pitch) threads are intended to generate their own helical engagement into the body to which they are screwed.</p>	 <p>Figure 2</p>
<p>Machine screw:</p> <p>(Set screw)- a set screw has a thread that runs to the underside of the head.</p> <p>Parallel helical threads that are intended to mate with either a nut or a thread that has been formed (tapped) into the receiving body.</p>	 <p>Figure 3</p>

Bolt:

A bolt is a machine screw with a portion of the cylindrical shank containing no helical thread.

The parallel helical threads that are intended to mate with either a nut or a thread that has been formed (tapped) into the receiving body.

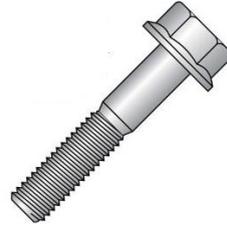


Figure 4

All the above-mentioned fastener types may contain a variety of torque inducing systems to tighten or remove the fastener. Some of the more common varieties are illustrated in Figure

The most common type of machine screw or bolt head is the hexagon head. When purchasing hexagon head bolts, they can be provided in a variety of strengths.

Note only those fasteners marked to a standard will have the desired properties. Products not marked to standard will often have characteristics that vary significantly from standard. The 'A' designation may be replaced with '316' but any such marking is then not to a standard!

Error! Reference source not found. shows a correctly marked high tensile stainless bolt head.

Stainless bolts are generally employed in marine applications to resist corrosion, as opposed to selection for strength.

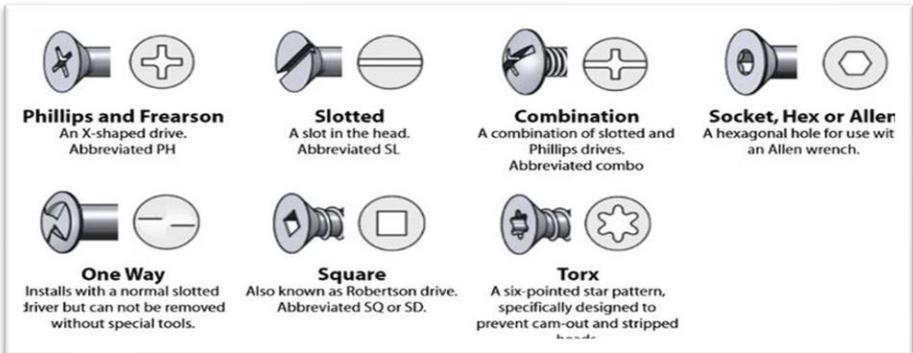


Figure 5

Similarly, black high tensile bolts have a marking of 6 raised ribs equally dispersed on the head. See Figure 5.

Wood screws should be used as indicated, within a wood substrate.

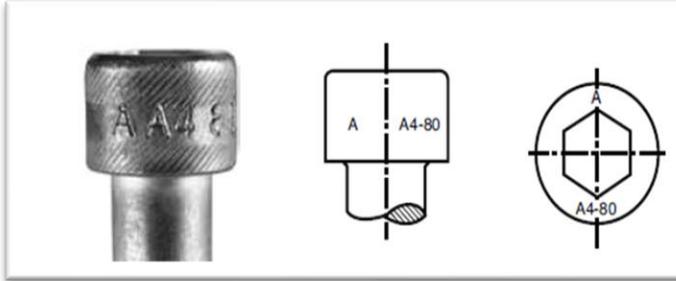


Fig 6

Self-tapping screws can be used into wood, metal, fiberglass reinforced resins with reasonable degrees of success. However, the item to be attached to the substrate should have a clearance hole and the diameter of substrate pilot hole

should be cautiously selected. If it is into, say sheet metal, the screw shank diameter plus a margin should be used. If into composite resins, a larger than screw shank diameter should be used. If drilling into soft timber, the screw shank diameter will be sufficient. I recommend you drill a test hole into the substrate, lubricate the screw tip with Vaseline or soap then trial install.

Moving on from the fasteners, we should ensure that they don't come loose. There is a plethora of systems employed by the engineering fraternity to attempt to mitigate this problem. Most of you would know about spring washers. NASA released the following comment about spring washers:



Grade 8

“The typical helical spring washer ... serves as a spring while the bolt is being tightened. However, the washer is normally flat by the time the bolt is fully torqued. At this time, it is equivalent to a solid flat washer, and its locking ability is non-existent. In summary, a lock washer of this type is useless for locking.”

Figure 5

Having made this observation, it should be noted that spring washers afford some locking assistance on small, non-high tensile screws that have a Phillips or slot driver heads. It is difficult to apply sufficient torque to these screws due to the driver mechanism and the sharp edge of the spring washer can assist against loosening. A better proposition is probably one of the liquid locking fluids (Loctite™ is an example). Other options are Nylock™ nuts, or star washers.

One of the first lessons I learned as an engineer developing mining machinery was, if a bolt can come loose, it will, and probably at the most inopportune time. I cannot emphasize more the importance of correctly “torqueing” any fasteners that are subjected to extreme vibration.

This is where the initial terminology of the word “Junkers” becomes important. The definition of the Junker Test is:

“A Junker test is a mechanical test to determine the point at which a bolted joint loses its preload when subjected to shear loading caused by transverse vibration”.

The test was developed in the late 1960s by a German engineer. I have highlighted the bolt being tested in the schematic diagram (Figure 6) of the test apparatus. To witness the dramatic loosening of various types of fasteners, the following URL link to a video will, I suspect, make you re-consider your fastener securing techniques. <https://www.youtube.com/watch?v=cg78FIZR3Xc>

To finish up, what sort of locking devices should be employed? Most of the internal components inside your engine will have had the appropriate locking mechanism selected by the original designer and, if the product is reputable, it will perform to

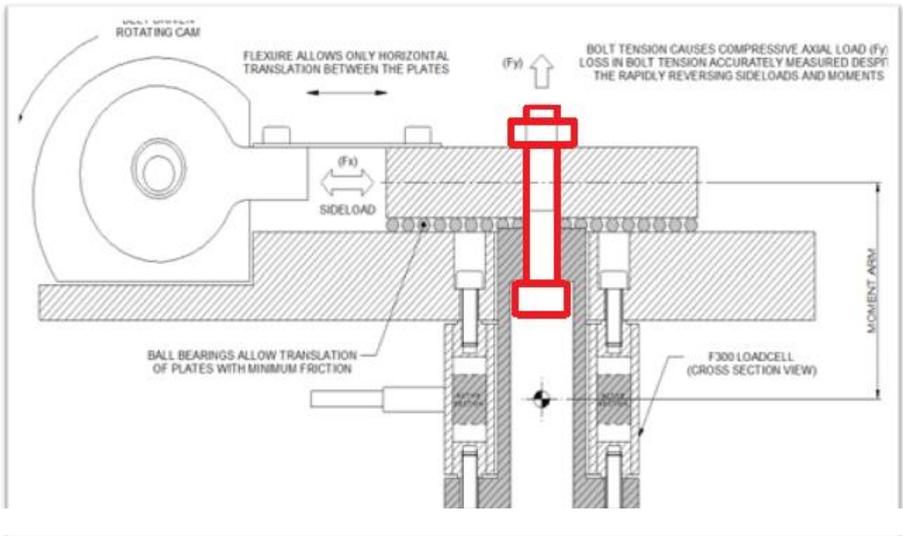


Figure 6

expectations. Other items mounted by less skilled personnel, especially where high vibration or revolutions per minute are involved and the fastener subjected to cyclical bending, such as your main drive coupling to propeller shaft, should have the locking device selected very cautiously. Your coupling bolts should use a fine pitch thread, because the thread angle is much less than a coarse thread, and therefore during the torque (tightening) up, for the same induced load will provide a higher tension in the bolt. This, in turn, forces the two faces of the items being connected to have a higher force at their mating surfaces and the friction resists the potential for the surfaces to slide relative to each other. This, however, may still be insufficient to eliminate loosening. The best-known anti-rotational locking

system currently is the Disc-Lock™ or equivalent washers. These are a pair of ratchet-face opposed washers looking like the illustration Figure 7. I believe that Disc Lock held the original patent in the 1970s but now the following near identical copies are available.



Now before you dash off to purchase any of these, beware that in a salt environment such as a drive coupling adjacent to a stern gland where water droplets have a propensity to fly around, the capillary between the matching washers may induce water between the two wedge ramp surfaces. Very quickly corrosion will render the wedge system near useless. The Disclock™ system offers a stainless-steel version with adhesive bonded to the two inner surfaces to inhibit passive corrosion, but unless you order from USA you will discover them extremely difficult to procure. These are known as Disclock™ “glued pair” washers. An alternative is to purchase any steel version and smear the mating surfaces with polyurethane silastic at installation. Messy but it works. I suggest not operating the installation until the silastic has cured, to yield the best long-term result. I have not commented on the correct preparation of the necessary holes in wood, balsa cored vessels, fiberglass reinforced resins or metal as this is a subject all on its own.

Tony Peach

A Weekend Away at Nubeena – David Mitchell



A couple of weeks ago, Lew, myself and another guy (friend of Lew's – well his lawyer) were going to on Minerva on the CYCT trip to Port Esperance. However, in the end we cancelled over concerns re wind speeds and how enjoyable a cruise this might have been. That many club members went and had a great time regardless of the conditions is another matter and of course every skipper's decision as to whether or not to go out sailing/boating.

Anyway, putting this into context and given we hadn't been out sailing for quite some time it seemed like this last weekend was going to be a really good option, especially as the weather conditions (temperatures and wind speeds/direction) looked pretty decent. So, with some minor trip planning we made the decision to head across Storm Bay to Nubeena to make use of Lew's mooring there (the ex CYCT mooring) and enjoy a night out at the local pub.

Now I should preface this little story by saying up to now I have been a big fan of Predict Wind as a weather App model (4 models in total) as one way of having some idea as to the likely conditions one might encounter. We did also consult Bom sites and all looked pretty decent to go, both for Saturday and Sunday. In short, the conditions suggested that conditions on the river would be very calm (<10kts) while across Storm Bay around 15-20 kts from the NE. Great, so that should make for a nice enough passage both ways without too much heeling over, a consideration given that Lizzie was coming on this trip and her wrist is still healing (she broke it a while back).

All went to plan to start off with heading down the river and out past the Iron Pot and across to Betsey Island, but upon passing Betsey the conditions started to freshen and by now were approaching more like 25kts. A quick ph call to Tom McCabe who also was coming on our little venture over to Nubeena was made given we were aware that Jill isn't keen either on their boat heeling over. As we crossed towards the fish farms at the entrance to Nubeena, with a NE on our beam the winds further increased and was mostly between 25-35kts with one gust at around 40kts !! What, this wasn't supposed to be occurring – damn weather modelling data, you just can't rely on this alone now can you.



Anyway, all was ok on Minerva and we made it up the channel to the buoy and with some fiddling with the lines made ourselves fast. Given the strength of the winds and bottom conditions in the bay there we sure were glad to not to have to anchor. The mooring giving us peace of mind for the night. Suihail thereafter arrived and they too picked up a mooring (not sure whose exactly) but they too were happy to have this available.

Dinner ashore at the Pub that night was a mixed affair re the quality of the meals, mine was fine ☺, and a glass of wine was enjoyed. Much conversation and a convivial night was enjoyed in good company. Thereafter it was back to the boat and for us a board game and then watching a bit of the Tour de France before much needed sleep and a demanding pillow cried out for attention.

Sunday morning saw us enjoy a nice (well I thought so) cooked brekkie (curtosey of chef David), and

thereafter we made good to depart. Suihail having already left. Needless to say, the winds had not abated at all and as we headed out past the fish farms, we decided upon simply using a reefed mizzen and the staysail, afterall with windspeeds of 30-44 kts, NE on the starboard quarter this seemed prudent. Later on, we were able to change over from the staysail and set the heady for the remainder of the trip up towards the Iron Pot. From there with lighter conditions initially and the desire to get home we started the iron sail and motored up towards the bridge. Only once more to encounter some strong winds of around 35kts. Funnily enough Predict Wind had shown wind conditions to be more like 6-8kts !! How wrong this modelling was.

With the boat back in its berth at Lindesfarne and the boat all packed up it was time to head home. Overall, regardless of the conditions, it still was a great trip and we were all happy to have had the time away on the boat. That in the end is what it is all about.

On Circumnavigating Tasmania – Roger Locke

It's been done in whaleboats; it's been done in kayaks. Some do it single-handed; others join fully crewed Club cruises. I needed several boats and many years to complete a circumnavigation of Tasmania.

We launched Pajan in 1981 after 6 years building, and cruised her out of Kettering for 15 years, but only ranging from Eaglehawk Bay to Recherche Bay.

Then we bought a 36-footer on the slip at the Tamar Yacht Club. With due ceremony she was rechristened Andromeda at Beauty Point and we explored the Tamar for a couple of months, before heading south after Christmas.

We headed for the east coast and managed to blow the jib out in a 40-knot westerly in Banks Strait. An overnight trip saw us in Wineglass Bay for late breakfast where we met up with some CYCT boats which had come to meet us.

A change of crew at Triabunna and then to Chinamans for New Year's Eve celebrations.

After exploring some of the local ruins, we continued south, through the Denison Canal and on to Kettering where Andromeda took up residence on Oyster Cove Marina, just along from Pajan.

We had several return trips to the east coast, including some through Tasman Passage. I had previously rounded Tasman Island on a tuna charter boat, if one must include Tasman in a circumnavigation.

Three trips to the west coast saw us get as far as Sir John Falls on the Gordon River and spend a couple of nights at Strahan. This still left a section of coast not covered.

Then I was invited to join Jane Franklin II on her annual trip from Strahan to Launceston for maintenance.

We left Strahan at 5.30am and navigated Macquarie Harbour in the dark. By the time the sun rose we were heading up the coast with 27 knots showing on the GPS and a 40 knot easterly going over our heads.

On board were both skippers and a motley crew of family members and regular crew going on holiday.

When we reached Hunter Passage, the senior skipper knew the route and took us through. I recorded the route on my phone for future reference, but never got to use it.

As we entered Bass Strait, we encountered the full force of the easterly. The crew who had been wandering around and chatting, all went quiet and found comfortable seats.

Near Devonport the wind dropped, and the seas quietened. The crew were soon up and about again. As we approached Low Head the skipper called Launceston Port Control to enquire whether there was a speed limit in the river, 'We are a large catamaran making 27 knots.'

'There is no speed limit, but it would be polite to slow down if you see a boat tied to a jetty.'

So, we proceeded up the Tamar. I decided that I had earned my passage when I pointed out that we were heading up Dead Arm. A quick U-turn and a jog to the west and we were back in the main channel without running out of water.

We had tied up at the Launceston wharves and were unloading luggage before 5.30pm, less than 12 hours from Strahan.

Somewhere around Low Head I crossed my outward path and so completed my circumnavigation; give or take a few offshore islands.

Women on Boats.

No Report

General Meeting Minutes Tues 6th October 2020

1. Opening

Commodore Val Nicholls opened the meeting at 7:30 pm

2. Attendees and Apologies

Signing of the attendance sheet - 53 Members were in attendance plus 7 guests

Apologies in advance - Lee Astheimer, Tracey Taylor and David Bowker

Any other apologies - Judith de la Mare, Duncan McKenzie, Eva McKenzie, Tolly Jaworsky and Josephine Jaworsky

Guests introduced - Chris Davies, Chris Morris, Dan Morris, Ros Pitt, Cas Pitt and Kaz Clarke

3. Guest Speaker

The Commodore introduced the Guest Speaker - Rob Thomas
Rob shared stories about the *Sail Training Vessel Lady Nelson*, of her rescue from Western Port, the trip to Paynesville and some the challenges facing her volunteer crew.

The Commodore Val Nichols thanked Rob for his presentation and presented him with a plaque.

4. Minutes of the last General Meeting (1 September 2020)

As published in the October *Albatross*.

Allison Peacock proposed that the minutes for the meeting held on 1 September 2020, as published in the *Albatross* be accepted as a true and accurate record, seconded by Richard Taylor – *Carried*.

5. Business arising from Minutes

There was no business arising from the minutes.

6. Introduction of New Members and presentation of Burgee

There were no new members for the Commodore to welcome.

7. Treasurer's Report

Report from Paul Peacock

Profit and Loss analysis for September 2020:

Operating Profit -\$4,827.40 against budget of \$3,921.37

Profit and Loss analysis Year to Date (YTD):

Operating Profit \$4,830.37 against budget of \$10,191.37

8. Vice Commodore

Position vacant, nominations still being accepted.

9. Rear Commodore's Report

Report as published in the *Albatross*.

David Bowker is in Covid-19 quarantine and will be back next month.

10. Commodore's Report

Report as published in the *Albatross*

Report from Val Nicholls

Annual dinner was a great night, speakers were interesting and engaging. There was a good vibe and a lot of chatting among members.

Name tags are a great invention, please use your name tags at all meetings.

Opening of the sailing season was a highlight the weather was not great. Felt it was a hardship for her to sit indoors on the big motor launch to watch the intrepid sailors sail by in the rain.

Cruising Calendar is on its way. It has been delayed due to the absence a Vice Commodore, a big thank you to Tony Peach, Richard Taylor and Shona Taylor for their efforts in producing the cruising calendar. A booklet will be published and out at the end of October.

Bulk up the Cruising Calendar with member nominated cruises. A coordinator is not responsible for those that join them on a cruise. Being a Cruise Coordinator is inviting people to join you on a cruise, suggesting a place to sail to and socialise, coordinate a lunch or BBQ. That the first mate could take on the role of being the Cruise Coordinator and contact.

Committee positions vacant, the Vice Commodore and Warden roles are vacant, nominations are still being accepted. The position of Editor has a possible nominee.

Great Taylor Bay is the next on water cruise. A Cruise Coordinator is needed for the cruise.

New members cruise is to be held on 21 November. An application to use the Quarantine Station has been put to Parks and Wildlife Service and is in the system. Further information will be made available closer to the date.

11. Women on Boats

Report as published in the *Albatross*.

12. Editor

Report from Fiona Tuxen.

Nominations for position still being accepted, Fiona will stay on in the role to mentor the new person.

Always looking for content for the *Albatross*.

13. Membership Officer

Report as published in the *Albatross*.

Report from David Mitchell.

Nothing further to add that had not already been discussed.

Reiterated the importance of Name tags, that there were spare name tags available.

14. Winter/Technical Forum

Report from Ian Barwick

Scheduled presentations

8 October 2020 at the RYCT, 6:00 pm
Dyneema Rope and the use of Furlers

12 November 2020 at the RYCT, 6:00 pm
Open CPN Charting by Andrew Boon

Please register online for COVID compliance.

15. Other Business

Barbara Weetman stated socialising is difficult at General meetings as there is not a lot of time at the meeting break. Asked members how they felt about an early Christmas party first weekend in December prior to the Christmas busy period. Proposed an on land early Christmas lunch maybe at Dru Point. Members felt it a good idea. Barbara Weetman to check with the council regarding the availability of Dru Point and book if available.

16. Next Meeting

Tuesday 3 November 2020 at the RYCT, 7:30 pm

17. Close

The meeting closed at 8:55pm

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Original 30KG Bruce anchor for sale. Age unknown but appears it has cruised Queensland and the Northern Territory, with 2 trips to the Kimberley in WA. Could well have cruised PNG and the Solomon Islands.

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

CYCT MOORINGS

Nth Simmonds: Mooring number 7786 at Nth Simmonds is a bright yellow buoy with hooks for the pickup. The Mooring is suitable for a vessel of up to 12.0 mts
Mooring is located at position 43.07.14.88'S, 147.21.28.368' E.

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 ****

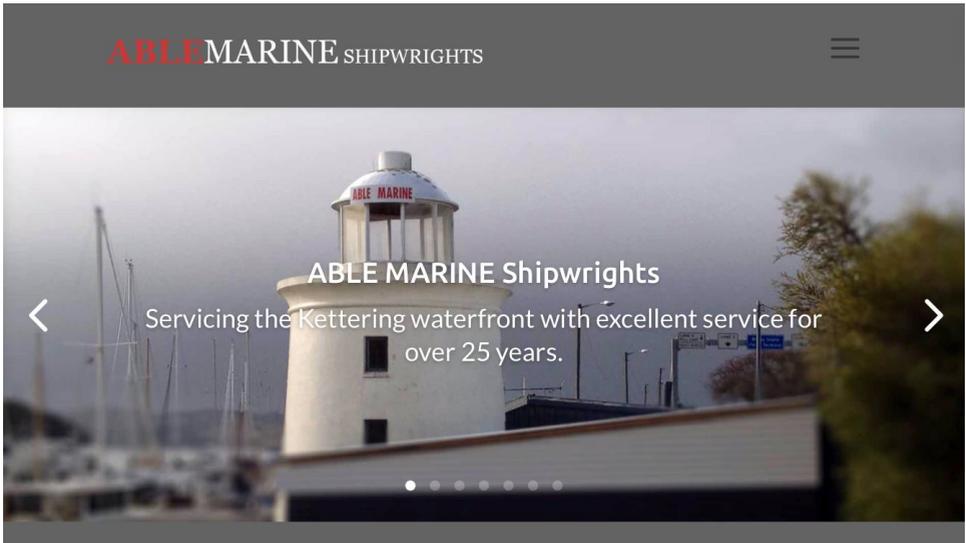
The Committee would appreciate it if you noted your visit / intention to visit a club mooring by informing a member of the Committee

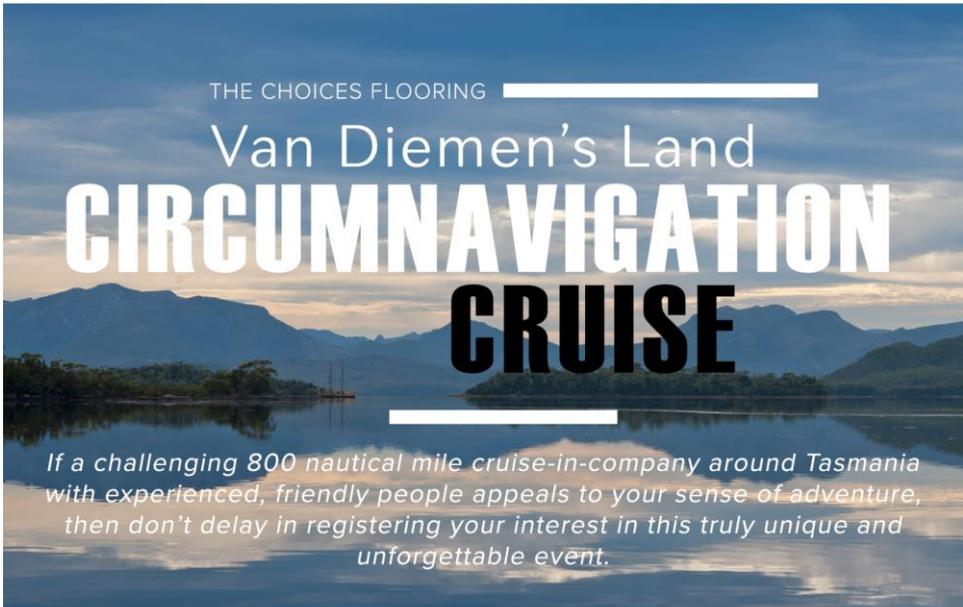
When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.

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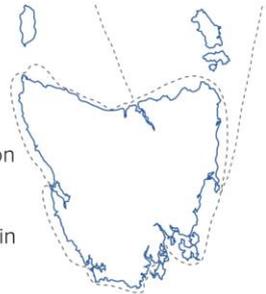


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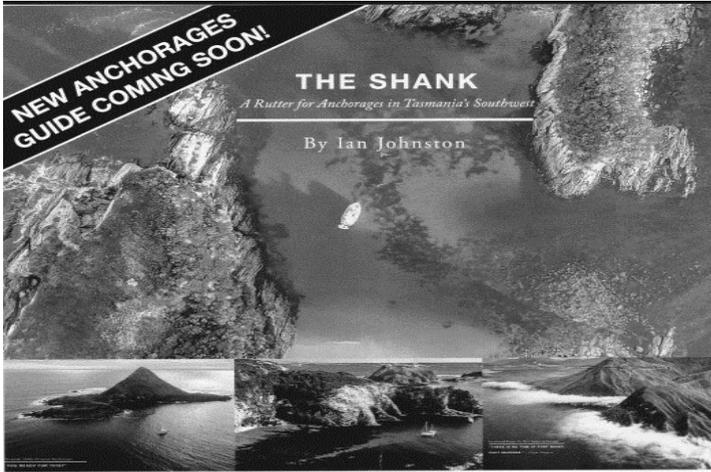


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