

# Albatross

Volume 47 No 5 June 2021



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

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

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**Life Members**

**Erika Shankley    Dave Davey    Chris Creese    Andrew Boon    Kim Brewer**

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**Guidelines for contributions to the Albatross**

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – 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 may be serialised.
- Boat names should be *italicised*.
- 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 19<sup>th</sup> (there is no *Albatross* in January)

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Cover page photo: *Rhona H* under full sail. Photo by Shona Taylor.

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Not a CYCT Member?

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!

### 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 in 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 menu.

**Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.**

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**Editorial – Julie Macdonald**


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Thank you to all the contributors who have sent in interesting and entertaining articles for this issue of our monthly newsletter. Matt Wardell has updated us with the progress of the new club house at Dover, Ian Johnston continues the anchoring conversation and Bev lets us into some of the secrets of a successful sail-away weekend.

Do you have an idea for an addition to the local maritime infrastructure that would help make life easier for boaters? If you have, make sure you read the piece about what MAST's Small Projects Fund has to offer. In the past, our members have submitted successful proposals resulting in improved facilities, so why not give it a go?

Last month, Paul wrote about the importance of knowing your boat and knowing and understanding the rules of the sea. There's a chance for you to test your knowledge of the COLREGS in the short quiz on page 12.

Also in last month's issue, in the Buy and Sell section, there was a strange object with wheels on the ceiling and a platform on the floor. Paul commented that Dinah would bump her head if she stood on that scaffolding, so I had a closer look and realised that it was upside down. How did that slip past the proof-reader?? It looks a bit better this month.

I won't name names but there are several readers out there who have promised to write an article for the Albatross, but my in-box remains obstinately empty! I look forward to publishing more book reviews, more stories about boats and their names as well as stories and information pieces about your local cruising area.

Also, there are members who have sensibly departed our island shores to cruise to warmer climates. Who are you? Where are you and how is the cruise going? We would love to hear from you!

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### **Port and starboard**

Port and starboard are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In Old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side on the back of the vessel. Larboard referred to the left side, the side on which the ship was loaded. So how did larboard become port? Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike. The word port means the opening in the "left" side of the ship from which cargo was unloaded. Sailors eventually started using the term to refer to that side of the ship. Use of the term "port" was officially adopted by the U.S. Navy by General Order, 18 February 1846.

	<b>CYCT CALENDAR</b> .... Check the website for more details
<b><u>June</u></b>	
Tue 1st	General meeting
Wed 2nd	Committee meeting
Sat 12th	Cygnets/Franklin long weekend cruise
Sat 19th	Dark MOFO: Constitution Dock
Mon 21 <sup>st</sup>	WoB
<b><u>July</u></b>	
Tue 6th	General meeting
Wed 7th	Committee meeting
Sat 10th	Winter cruising Barnes Bay
Thur 15th	Winter forum
Mon 19 <sup>th</sup>	WoB
<b><u>August</u></b>	
Tues 3rd	General Meeting
Wed 4 <sup>th</sup>	Committee meeting
Thur 12 <sup>th</sup>	Winter forum
Mon 16 <sup>th</sup>	WoB
Sat 28 <sup>th</sup>	Anniversary Dinner

## Commodore's report – Val Nicholls



It's often said that the definition of Cruising is *maintenance in exotic locations*. With that in mind, CYCT members Chris Brierly and Joanne Naylor are definitely Cruising.

I recently joined Chris and Jo on SV Tere in Newcastle to share in their passage to Lord Howe Island. Whilst a relatively straightforward four and half day passage via Broughton Island, a number of irksome 'need to fix-it' issues inevitably arose: faulty windlass, battery monitor breakdown, blocked bilge pump etc. Post arrival at LHI Lagoon and happily moored at Comets Hole, Chris handed me an A5 double column list of all improvements

and 'fix-its' since their departure from Hobart 2 months ago. Surprisingly, I was not filled with horror; I'm beginning to understand their inevitability. Throughout the passage I'd been reminded of the Kettle approach to Cruising breakdown and maintenance i.e. Pause, Put the kettle on, Breathe, Identify the system, Methodically investigate, Locate the key issue, Creatively improvise, Put the Kettle on, Breathe. No promise of perpetual success of course, but I see a certain beauty in having anxiety and doubt channelled into such an optimistic framework that gives even a Wannabe Cruiser like me a degree of confidence that my turn will come and I will manage.

There are many within the CYCT like Chris and Jo, many who have headed out for cruising adventure in the past 12months. If this is you, or members you know, don't be shy! Consider your own or others' eligibility for a CYCT Cruising award. If you have circumnavigated Tasmania or sailed beyond our shores in the past year and shared your story in the Albatross you may be automatically eligible for a CYCT Cruising Plaque and /or the receiver of the CYCT Cruise of the Year Trophy. Details are in this issue of the Albatross. Nominations need to be with the Secretary by June 30<sup>th</sup>.

The enthusiasm and drive of CYCT members continues to blow me away. It seems to me that beneath the comprehensive history of Hobart's oldest and smallest Tall Ship, the Rhona H. presented by Julie Porter at our May General Meeting ran another narrative: a story of the nautical passion and drive of Julie and her partner George who, likely against all common sense, committed to the purchase of an historic vessel in pursuit of a vision of SV Rhona H's physical restoration and her capacity to play a part in research and delivery of health and wellbeing outcomes for the Tasmanian community. Go Julie and George!

Thanks go to our Vice Commodore for re-instating the Donald Sutherland Memorial Cruise. We missed it in 2020. It could be said that this event saves us from any potential navigational complacency developed as a consequence of cruising the familiar waters of our beloved Channel. Whilst Mark Stephenson fills in the detail later in the Albatross, enough to say that the CYCT membership responded with vigour to the nautical and navigational challenges imbued in the DSMC itinerary. Motivated by a lust for marine prowess or the impressive prize list, who can say? Perhaps more importantly, fun was had, skills were acquired or practiced and our community enriched.

Women on Boats continues to grow in size, confidence and capacity. The group has outgrown its earlier informal organisational processes to the extent that henceforward all WoB participants are

required to register on the CYCT website for WoB meetings and WoB Cruises. This is surely a development the club can be proud of.

Our membership and participation grow at healthy pace. Moving towards a new financial year, our financial status remains secure and membership fees will remain at \$110 pa. The Committee continues to apply itself to the threefold task of running the club, managing the financials and preparing for the future. One of the Committee's current tasks is revisiting the Strategic Planning Review outcomes that were collected and documented over 2019/20. We will keep you posted.

Please take the time to enjoy the Albatross and to browse our website for all manner of information and upcoming events. Winter does not slow us down.

*The sail, the play of its pulse so like our own lives: so thin and yet so full of life, so noiseless when it labours hardest, so noisy and impatient when least effective.*

*Henry David Thoreau*

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## Vice Commodore's report – Mark Stephenson

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Greetings from a comfy armchair in front of the wood burner on a very drab day in the north of the state. Callum, our Westie, is stretched out on the mat right in front of the fire, overheating - until a move to the window and in under the curtains to enjoy the cooler air on offer.

You'll find interesting reading in this Albatross of events over the last month. I'm presently getting the boat ready for the Circumnavigation of Tasman Peninsula late May, after a weekend in Norfolk Bay. Currently 9 boats registered for

both events, a good turnout seeing as how it has been feeling very much like mid-winter ! Can't wait to see what the weather gods bring us. Read all about it in next month's Albatross.

Thinking mid-winter, don't forget the June long weekend cruise to Cygnet, then onto Franklin. Bound to be very rewarding experience for everyone. Lots to check out, not to mention the two dining events with local produce on the menu. Well worth attending.

Search out your red lights for the Dark Mofu weekend in Con Dock. What a place to be, in the heart of the city and amidst all the entertainment. Not to mention the food choices.

The Cruise Calendar for 21/22 is being prepared now. A longer cruise to the Furneaux group of islands is on the cards for February 2022. Perhaps 3 to 4 weeks visiting many islands on the west coast of Flinders Island, perhaps heading further north to Deal Island or the Australian mainland. Please let me know if you're interested in joining.

Remember to register on our website for these events, nice'n early please.

As so many of our Club events are held on the water, with travel by dinghies required and often gum boots, spray jackets, life jackets and beanies necessary, the annual Anniversary Dinner this year is being planned as a relaxed belated celebration of the 45<sup>th</sup> anniversary of the CYCT. Designed to allow you to dress up a bit and then travel from home ( in the heated comfort of your car ) to the venue with easy parking. Heated function room with drinks and dinner, so no food preparation and no carting of eskies, platters, trying to heat up dishes on a portable gas burner, balancing a plate on your knees while you eat, no washing up after. You can leave the table and head home without feeling guilty about the mess left behind or trying to work out who the green bowl and the tongs belong to !

The RYCT is the destination this year, on Saturday 28 August. A few changes from the past to make the evening a bit more enjoyable, as we have entertainment - very colourful, very high energy. A good time is assured.

All this for the same price as last year too. I will let you know once all the finer details are sorted out. Please mark it in your diary now, an event not to be missed.

Fair winds.

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## Rear Commodore's report – David Bowker

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Our May speaker was Julie Porter and she told us all about “SV Rhona H and the mystery of the bell”. Rhona H has become a well established part of the Tasmanian yachting scene so it was fascinating to hear her history.

In June we have Stephen and Heidi Anstee telling us about what it is like to live on Maatsuyker Island. They spent 6 months there so in case you have ever wondered how many kilos of flour you would eat in six months or how 26 tonnes of light mechanism was installed please come along and find out.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT are offering meals but please book separately with the

RYCT office (62234599) if you want a meal and please order before 600pm.

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## Membership Officer's report – David Mitchell

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I would like to take the opportunity to welcome to the club new members David McKay and his wife Andrea. All going well they may be joining members on the upcoming trip to the Cygnet/Franklin weekend, so please make them feel welcome.

As noted in last month's report, it does seem to be boat maintenance time. I was recently roped in to polish the topsides, antifoul and repair some minor blisters on the hull of a 38ft motor boat (not mine). I did at least get paid to do the work, which was appreciated. I must admit, all good skills to be working on developing and a good way to become familiar with one's boat. While my arms and shoulders ached from the work, the results of such work were rewarding to gaze upon, once completed.

Our racing season is drawing to a close and going by yesterday's result of 6<sup>th</sup> on handicap out of a field of 22 starters this was a pretty decent result. We had a new young crew member on board, who recently completed his initial crew training course run by the DSS. He is keen to crew on a cruising boat should an opportunity arise. I have his contact details.

I have signed up for the VHF course and will continue with some further training courses including intro to diesel engines and the coastal navigation course. For any member not aware, clubs like the DSS, the RYCT etc run these nationally accredited courses and for those of us with less

experience, such training opportunities are not only invaluable but in addition address some of the issues that were identified in the Club's Strategic Management Plan.

So look out for these courses on line, eg. the DSS's Facebook page etc or even just enquire at the clubs. For those members not aware, the CYCT has a small training budget (Development Fund) which is there to help new members partly offset the cost of these courses (a subsidy of up to a maximum of \$60). You need to apply to the Committee seeking assistance towards the cost of undertaking an approved training course. Note, you can only seek such assistance once per year.

### 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.

**No applicants this month**

### WELCOME TO NEW MEMBERS

On behalf 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, both on and off the water.

**David McKay and Andrea Jupp-McKay *Sequel II***

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### New Member directory from November 2021 – David Mitchell

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<i>Distant Sun</i>	Rob and Nicola Boyce	0448 876 655
<i>Snug</i>	Jonathan Ross and Nathalie Amey	0423 497 176
<i>Freebooter</i>	Geoffrey Hooke	0418 421 085
<i>Turn the Page</i>	Steve and Lynne Logan	0409 970 609
<i>La Vie Nouvelle</i>	Noel Cook and Sharon Elliston	0418 421 085
<i>Sequel II</i>	David McKay and Andrea Jupp-McKay	0418 211 098



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**Introducing David McKay and Andrea Jupp-McKay – David McKay**


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I am RYA Yachtmaster Offshore qualified. I have sailed a Van de Stadt 48 ft yacht more than 40,000nm offshore as skipper. This includes Sydney Hobart race, twice across the Tasman, a complete circumnavigation of New Zealand, a circuit of SW Pacific, a cruise through Indonesia, Malaysia, Thailand and the Mediterranean, Gibraltar to Scotland, two trips to the Norwegian Arctic from Scotland, and in 2019 a high latitude cruise from Scotland to the Faroe Islands, Iceland, Greenland, Labrador, Newfoundland, Nova Scotia, to Maine USA. All of these cruises done with my wife Andrea. More recently we sailed *Sequel II* from Nelson, NZ, to Hobart in February 2021. I am also a member of the Ocean Cruising Club and have been a guest lecturer for that organisation. We are both specialist medical practitioners in private practice. I am an eye surgeon and Andrea a dermatologist.

*Sequel II* is a Chuck Paine design, known as a Bougainvillea 62, built by Kanter Marine in Ontario Canada in 2001. Aluminium construction throughout. A fairly narrow, easily driven hull gives good sailing performance and she is very comfortable in rough weather offshore. We are her third owners, having bought the boat in New Zealand in 2020.

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**Women on Boats report – Sue Powell**


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Once again, our May meeting numbers were somewhat curtailed, flu season, cold nights or out cruising; whatever the reason our absentee members missed a great evening.

Notwithstanding technical issues, our very own Dinah Jones presented a most informative talk on the history and development of the marine toilet, beginning with the ship *Vasa* built in 1628 which had 445 souls aboard but only 2 facilities (holes near the bowsprit) hence the term ‘heads.’

The development continued through the ages with challenges being overcome, but it was not until 1945 that a flushing toilet was developed for submariners and indeed was the cause of one of the last World War II

submarine losses when the marine valves to flush the toilet were incorrectly used.

Marine toilets today are still complicated systems including pipes, pumps, and valves. They come in many forms (and price ranges) from the basic single pump to vacuum flush, electric and all have pros and cons. The necessity of holding tanks and pump out facilities further complicated waste disposal when laws introduced no discharge zones. The latest solution for dealing with body waste is the composting toilet which does simplify some issues but price and space are still factors to be considered.

This essential piece of boating equipment is a topic of much discussion in boating circles and Dinah's presentation did raise lots of discussion among our group.

Following the formal part of our meeting, Bev (my fellow WOB Co-ordinator) provided much hilarity and laughter by presenting prizes for (conduct) during our May Sail away. Sorry, secret women's business so cannot be divulged in this report.

Once the meeting closed, we gathered at the Prince of Wales venue for dinner and shared camaraderie.

Our next meeting is on June 21<sup>st</sup> at the RYCT and our guest speaker will be Ian Johnston sharing his views on passage making when the weather forecast is not so favourable.

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### Women on Boats Sail-away 1<sup>st</sup> – 2<sup>nd</sup> May 2021 – Bev Hitchens, *Mystic*

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It has been along time between drinks, with respect to those participating in a Women on Boats Sail-away, the last event of this kind being run four years ago, almost to the day.



Rosemary at the helm of *Mystic*

The event this year was blessed by glorious autumnal weather, mild and calm. The four participating yachts, *Aziza*, *Mystic*, *Trim* and *Yaraandoo II*, and their lucky-13 enthusiastic crew, headed off in search of adventure and hopeful of strengthening winds....

Boats headed south on Saturday morning, in a light N-NE breeze, destination: somewhere in Great Taylor's Bay. All boats managed to find some wind for their sails during the voyage, highlighted by one spectacular MPS in full colour.

The evening rendez-vous took place in calm waters in Mickey's Bay, on the eastern side of Great Taylor's Bay, ending a trip of about

19NM. A merry band of sailors enjoyed very cozy drinks on *Mystic*, exchanging tales of their sea-going adventures, and all things nautical and not. The nosh was excellent and abundant. Dinner continued aboard *Mystic*, with the added, and very entertaining, company, of the *Trim* crew, while the *Aziza* stalwarts retired to *Yaraandoo II* for a hearty evening. Sunday morning arrived with more glassy calm, and it was decided to continue as we had started, i.e. talking and eating, this time aboard *Yaraandoo II* for a delicious morning tea - multi-tasking at its best!

After a tour of some of the boats, it was sadly time to head home, although with not much hope of a wind-driven return. Surprisingly, a vigorous sail, with several tacks, was managed by some for a while, working with the 10-15kt N-NE winds. The question was posed: "Are we racing now?"



Sadly, sails were eventually abandoned, with resort to the iron-topsail for a more speedy and direct return, and late-afternoon arrival at Kettering marina.

Judging by the feedback, the event can be counted successful, both on social and training grounds. It presented some participants with an opportunity to experience sailing for the first time, others to compare techniques and share ideas, and all to thoroughly enjoy the thrill of just 'messaging around in boats', in a very relaxed atmosphere.

Perhaps in the future, with a bit more encouragement and mentoring, the CYCT will see an entry in the next 'Combined Clubs Women's Keelboat Regatta', the inaugural version of which was held recently on the Derwent River.

In any case, such was the enthusiasm of participants, another WOB Sail-away is planned for the end of this year. In the meantime, ladies, think about participating with, or without, your vessel. Finally, many thanks to all who contributed boats, delicious provisions, and/or enjoyable, positive company.

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### May Forum – Ian Barwick and Andrew Perkins

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The May winter forum was presented by Josephine and Tolly Jaworsky and was a summary presentation about the building of their Herreshoff Mobjack *Gloria*. To say their achievement is amazing is an understatement. Josephine outlined the journey from Tolly working at Port Moresby, relocating to Tasmania, connecting with Wilson Brothers boat builders at Cygnet and the almost 20 years of challenges and plain old-fashioned hard work.

The photo series gave the audience of around 45 members and visitors an appreciation of the shed working conditions, best described as basic, the building process, the launching, and the further 5 years until completion of the masts and rigging. And *Gloria* in full sail, what a wonderful sight.

Details of design, materials used, the problem solving and the people from local businesses involved was compelling. Tolly emphasised how the skill of Mike Wilson and Warren Innes at



*Gloria being launched*

Wilson Bros. was integral to the success of the project. He also noted that it is difficult to give a true account of the 20 years in one session, but I feel sure all agree that they did a great job of giving us a sense of what their journey entailed. The next winter forum will be on July 15 at 6pm and will be a question-and-answer session with Simon Desmarchelier on the topic of paints and finishes so bring along your questions.

Lost Property left behind after BBQs :  
Bar B Mate  
Stainless BBQ tongs with cutouts in ends  
20cm round plastic container, green lid  
2 crimson folding chair bags  
Wooden salad servers with elephants  
3 small plastic Ikea bowls - orange, yellow and pink  
Phone Dinah 0400473248

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## Quiz

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Paul's article last month, Know your limits, highlighted the need for all sailors to know their boat and know the rules of the sea. See how you go with this short quiz on your knowledge of the COLREGS (Convention on the International Regulations for Preventing Collisions at Sea, 1972)

1. What rules apply when two sailing vessels are approaching one another and there is a risk of collision?
2. What colour is a towing light?
3. What is the definition of a masthead light?
4. What lights should a power vessel exhibit when underway?

Answers page 37

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## Cruise of the year and cruising plaques

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### CRUISE OF THE YEAR

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. Nominations should be with the Secretary by June 30<sup>th</sup> 2021. The guidelines are:

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 unseaman-like.

5. The crew capability should be sufficient to undertake the cruise in a seamanlike 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 which is from 1<sup>st</sup> July to 30<sup>th</sup> June.
9. The crew should (preferably) have lived on board for the period of the cruise.
10. The plaque is only awarded after the owners have submitted an article(s) for the Albatross or committed to a presentation about the cruise at a Club meeting.
11. Nominations should be sent to the Secretary. Policy approved 02/08/2017.

### CRUISING PLAQUES

It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. The plaques will be awarded for cruises completed during each Club year namely from 1<sup>st</sup> July to 30<sup>th</sup> June. The requirements under item 4 below must be completed by 31 August of the following Club year. It would be an automatic award to those who fulfil the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania.
2. The plaque is only awarded when the boat returns to her home port. (Note: plaques will not be awarded for delivery voyages to Tasmania).
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed.
4. An article for the Albatross should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared.
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque. Policy approved 02/11/2016.

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## Ahoy there! – Albert Ross

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### I say Ahoy there!

Things have been pretty quiet these last few weeks so not much to report.

The only event worth mentioning is the interesting situation one of the WoBs crew apparently found themselves in when they had just left the mother ship to go socialising. My spies tell me that rowing was the order of the day – for the first 30 seconds! Crews from the other boats watched with some bemusement as the dinghy crew turned around and started paddling canoe style with one oar back to the mother ship. The crew reboarded the very *trim* boat they had just left and there was some

manoeuvring on board to lower the outboard engine, get it secured and started and finally speed off to the host boat.

What was the explanation for such strange behaviour?

A broken oar! What caused it to break? Who knows! Maybe metal fatigue? Whatever it was, I'm told they were thankful that they had the outboard to resort to and weren't left stranded and forced to listen to the far off sounds of merry-making from the other crews.

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## **MAST Small Project Fund**

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Do you have a small project in mind that would enhance boating safety or convenience in an anchorage you are familiar with and you'd like MAST to pay for it? Yes? Then read on or visit the MAST website <https://mast.tas.gov.au/about/small-boating-fund> for application information and forms.

In addition to the projects funded through their Infrastructure Plan, MAST will also provide \$300 000 per annum to fund smaller projects to up to \$50 000 which the public may apply for under the Small Boating Fund (SBF) and applied criteria.

Examples of such projects include navigation aids, fendering, small walkway, single ramp overlay, re-decking a pine walkway, solar lights etc. The Small Boating Fund is an open fund all year round, with no specific end date for applications.

Through this process stakeholders may also suggest larger projects to be included in the Infrastructure Plan.

Small Project Fund application forms are available on the MAST website by clicking on the appropriate pdf file, emailing [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au) or by phoning MAST on (03) 6235 8888. These applications can be submitted now.

A full list of projects approved for funding in the past is available on the MAST website. If you have any concerns regarding the suitability of a project please contact the Recreational Boating Team at MAST on (03) 6235 8888 or email [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)

For your diaries – The CYCT Anniversary dinner will be held on August 28th. Details will be in the July Albatross.

An event not to missed!

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**What's in a name? – Russell Wither**


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Our boat was built in Taiwan and launched in April 1988, for a Brisbane based couple. She was shipped on the *Ping Chau* from Kaohsiung to Brisbane in May 1988. Originally called *Restless 4* she changed hands the same year. Then two years later she changed hands again. Then it was 4 years before a change of ownership and a change of name, to a fusion of the new owners' names Funch and Reynolds – *Funrey*. Another 4 years and another change of owner. All this time the boat was based in South East Queensland.

The story is now a bit vague, with either this

owner or the next, 5 years later, owning the Crown Hotel in Townsville and after selling the hotel and moving aboard, made the name change to *Crown Venture*. She was then Australian registered and we were told she travelled to PNG and across to the Solomon Islands and return.

Another 2 years, we're up to 2005 now, the 7<sup>th</sup> owner came along and kept her for 12 years, cruising twice from Brisbane to Darwin and the Kimberley and return. In 2014 or 2015 *Crown Venture* was cruised south to Lakes Entrance where due to the owner's ageing and poor health she was little used.

Along come Mark and Russell to buy her as the 8<sup>th</sup> owners. Advertised 'in perfect condition' we found neglect abounded and have spent much of the first 2 years replacing pretty well everything onboard.

There was a discussion about a new name, but there was and has been no inspiration forthcoming, and apart from us being called other names on the VHF like Grand Venture and Proud Venture we kinda like the name now. We have had to learn to enunciate the OW in Crown when using the radio!

Now she is 33 years of age, having had 8 owners with most owning her for only a few years. We are up to 3 ½ years and think there is still a few more years under our ownership before she will hopefully be passed on to yet another who appreciates her solid traditional motor cruiser lines.

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**Cruising:** Waterborne pleasure journey embarked on by one or more people. A cruise may be considered successful if the same number of individuals who set out on it arrive in roughly the condition they set out in, at some piece of habitable dry land, with or without the boat.

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**Nine glorious days in Port Davey – Chris Evenhuis**

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This is the final article by Chris Evenhuis describing his and Rose’s nine glorious days in Port Davey and Bathurst Harbour on their boat *Honour Mission*. We pick up the story as they explore the Breaksea Islands and climb Mount Misery. Judging from the photos they had some fabulous weather. (-Ed)



Orchid and Fairies’ Aprons on South Coast Track.



Rose near Horseshoe Inlet



*Mt Rugby dominates the landscape*



*Honour Mission anchored at Iola Bay*

Thursday was our final day in Bathurst harbour and we took Ian Johnson's advice and anchored next to the Breaksea Islands and explored the islands using our tender. It was almost completely calm and the Islands looked amazing.



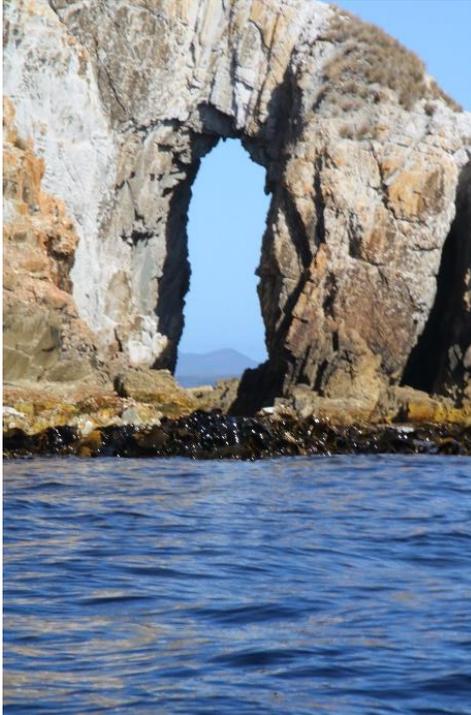
Breaksea Island near South Passage



North Passage



Toogelow Beach



One of the highlights for me at the Breaksea Islands was seeing a blowhole spouting. For Rose the highlight was pulling up the anchor and finding a bright orange octopus entwined with the anchor chain and touching the bow with an outstretched arm. Unfortunately, the creature jumped ship before we could get a camera; it would have made a great shot. We returned to Bramble Cove for lunch and decided to climb Mt Misery on our final afternoon. This peak at just 354 m ASL was a relatively easy climb and afforded great views of the entrance to Bathurst Harbour, Spain Bay and Port Davey.



Blowhole at Breaksea Islands

The forecast for Saturday January 9 seemed ideal for our return journey to Cockle Creek: light NW and then shifting SW at 10-15 knots in the early afternoon. We rose at 4.45 am had a quick breakfast and set sail at 530. The forecast for the morning was accurate and the wind did not shift to SW until we rounded SW Cape. We had a broad reach from SW Cape to SE Cape and the wind gradually increased to 25 knots by the time we reached De Witt Island.



SW view and the Breaksea Islands from the summit of Mt Misery



Bramble Cove and entrance to Bathurst Harbour from partway up Mt Misery.

After our first broach, we decided to put in a reef in the mainsail and were still able to average more than 7 knots. The wind continued to strengthen and shifted more to the west. Our second broach occurred in more 30 knots of wind, 3m swells and a rising sea. The autopilot was unable to cope with the conditions which meant 4 hours of intense concentration at the helm wrestling the wheel. The wind direction meant that we could not maintain a dead run without gybing. With the wind peaking at 34 knots, we partly furled the genoa. There was so much pressure on the genoa that the tight wrap meant that a small triangle of sail was left flapping. Eventually we passed Whaler's Head, managed to gybe safely and were relieved when we eventually reached Recherche Bay. Our average speed for the 67 nm journey was just over 7 knots with a top speed of 10.6 knots surfing down the SW swells. We were thankful that we had made an early start and avoided more time in these unpleasant conditions.

On reflection, we are glad that we have experienced the south coast of Tasmania in less than ideal conditions, it increased our confidence in the boat and in ourselves to manage the conditions. The scenery in Port Davey and Bathurst Harbour is spectacular with great variety and the sense of serenity was just what we needed after a hectic year in 2020. The photos we took do not do the place justice but are only an appetiser for what there is to see. It was handy to have the backup of satellite phone we hired at a cost of about \$500 for a 30 day period which allowed contact with the family back at home and access to regular weather updates. An alternative would be to head past the Breaksea Islands in suitable weather where it was possible to contact Tas Maritime Radio or to get a 3-day forecast at Melaleuca Airstrip using the wifi provided by Par Avion. Our advice to less experienced sailors like us is to allow yourselves plenty of time and to wait for a suitable weather window for the return journey which could involve waiting for a week or more for conditions to stabilise. We also advise those who enjoy exploring to take plenty of outboard fuel. We took 20 L this time and will take twice as much when we return.



*The Breaksea Islands*



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### **More on anchoring – Ian Johnston**

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As a follow up to the recent talk about anchoring I would like to draw attention to something I should have mentioned about how some cruising boats have occasional difficulty with dragging anchors.

More important than the particular design of anchor being used, is setting the gear that you have (as long as it is heavy enough, the chain long enough and the design reasonably suitable) down on the seabed in a chosen weed free area in a proper manner.

It is very important to reduce the distance an anchor needs to drag before it digs firmly into the seabed. This will reduce the chance that the throat of the anchor becomes blocked with weed or clumps of mud preventing a good grip on the bottom. Don't just dump a pile of anchor and chain in the one place in a big rush; even worse is dumping the chain whilst still moving forward. This will greatly increase the chance of a big tangle and certain dragging. I suggest lowering the anchor in a controlled way and then, while moving backwards lay out the chain until you have at least 3:1 chain or 5:1 for chain/rode laid out downwind. This will give the best chance for the anchor to orient itself properly and dig in immediately.

Connect the chain hook (to take the load off the anchor winch clutch) and gradually build up the strain until you are certain that the anchor is well dug in. I set the chart plotter to maximum expansion and then watch for the moment it digs in or, alternatively, spit over the side and watch for the spittle to stop moving forwards. Usually, I then release the chain hook and lay out 10 or more metres of chain then re-attach the chain hook.

There are at least a dozen good anchor designs on the market that work very well in most areas. Some are more oriented to areas that have lots of sand and mud and others have a bias more towards rocky/ weed areas. I like those modern designs that have a sharp point and are ballasted to dig in quickly. But that does not preclude the all-round plough design - as long as it is not one of those short, fat and blunt jobs that can be purchased for half the price of a tested well-made product.

The weight of the anchor and chain is particularly important: it makes a huge difference in holding if relatively heavy sharp gear goes down onto seabeds that have a hard crust, or layers of shells, or flat rocky and weedy areas.

Also use the anchor watch app on your phone and keep it with you. All I do is set the app to sound an alarm if we move more than 25 metres from where 'Juliene' settles.



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## Five Years Afloat – Scott & Rachel Poulter

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This is the last of the series of articles by Scott and Rachel, describing their wonderful five years exploring the east coast of Australia and some of the Pacific Islands. They now live ashore, not aboard, but we hope to see them on the water on CYCT cruises. – (Ed)

### Part 5: 2016, Queensland, **NSW**, and Tasmania. **Living aboard**

Our two daughters completed their university degrees at the end of 2015 and we proudly and sadly helped them move out from our family home in Brisbane and relocate to Port Douglas and Orange to start their careers. We had also decided to leave our home in Brisbane and live aboard our cruising yacht *Heemskirk* to go full time cruising.

To achieve the "full time live aboard" we decided to sell the family home in Brisbane. Sell or gift to our daughters and to charity, all of our cars, bikes, furniture, appliances, gardening equipment, books, clothes etc. After many loads to the tip we ended up with half a garage of things that we could not part with but could not take on the yacht (it was full!). We ended up moving these stored items four times in five years which was not ideal. Another objective was to eliminate all costs (rates, water, power, registration, insurance etc, etc) and correspondence associated with living ashore.

Unfortunately, we have only found one government organisation, the Electoral Office, that truly recognises our living status, where you can register as "itinerant" and use your last address as your nominated electorate. Many organisations, but not all, are happy to send correspondence electronically, but most still require you to nominate a physical street address. The best solution has been to find a friend or relative who is happy for you to nominate their address as both your physical street address and mailing address. With most of your mail diverted to e-mail, they can

open and scan or forward any remaining mail and you have a physical street address for those organisations that can't get by without it.

Provisioning and shopping take on a very different form for the "full time live aboard". We developed a system whereby, when the opportunity to reprovision and shop presents itself, we undertake a stocktake, then a spreadsheet spits out a shopping list. Our target is to have sufficient supplies to last four weeks after each reprovisioning opportunity giving us the flexibility to enjoy good weather and reprovision during windy weather. The proximity of supermarkets and bottle shops, the availability of marina trolleys, courtesy cars, rental cars, and walking distances are all variables in choosing the best places to reprovision.

On the first of March 2016, we left our house and moved on board. We spent the first three weeks in Moreton Bay finding homes for all of the stuff we had decided was essential to make *Heemskirk* our home. We decided to explore the northern NSW coast for six weeks making it down to Port Stephens before turning our sights north. We had Lizard Island as a clear objective for this first season and made it through to Port Douglas in time for our daughters 21<sup>st</sup> Birthday in July and arrived at Lizard Island by the end of July.

After two windy weeks at Lizard Island, we headed south and spent some more time in Port Douglas before cruising down the Queensland coast during September and October. We hauled out at the Royal Queensland Yacht Squadron and then continued down the NSW coast during November and December arriving at the DSS in Hobart on the 23<sup>rd</sup> of December 2016.

Having cruised the NSW coast eight times, we will once again use the alternative presentation, nominating "cruising sections" and providing an introduction to each of these sections. The NSW coast is a very different cruising area to Queensland, Tasmania and South Australia. Most of the anchorages in NSW are inside harbours, large bays or barred rivers and in front of, or very near, some form of population centre. We have usually been transiting this coast over a four to six week time frame and have not explored the more challenging barred river destinations.



Figure 2 Scottish Rocks, Jervis Bay



Figure 1 Nullica Bay, Twofold Bay, Eden

**Cape Howe to Point Perpendicular – 160nm.** 25nm north of Cape Howe is Twofold Bay and the town of Eden. There are at least three good anchorages in Twofold bay. East Boyd Bay for SE-SW winds and a lovely remote beach, Nullica Bay for SE-NW wind with a great beach and a beachfront hotel and Snug Cove for NW-NE winds with great access to Eden and lovely coastal walks.

If you stay for any time you are likely to use all of the anchorages as the winds change. Twofold

Bay is exposed to gale force E-SE weather. 80nm north is Batemans Bay. Chain Bay on the northern shore provides excellent shelter from NW-NE winds.

45nm further north is Jervis Bay with secure anchorages for all wind directions and strengths. For E through S to W, the hole in the wall (excellent moorings), Scottish Rocks and Captains Beach are excellent (no anchoring in less than 10m here). For S through to W, Vincentia is a great place to reprovision but holding can be poor in weed. In SW to NW the moorings at Huskisson beach allow access to the cafés and pub. In W to NNE Callala beach is good anchoring and a great walk



Figure 3- Bantry Bay, Sydney Harbour

for both you and the dog. In N to SE Long Beach is a beautiful anchorage. The swell can penetrate the bay, particularly affecting Huskisson and Callala Beach. The bay is 8nm N to S and 4.5nm W to E making wind changes in the middle of the night a little inconvenient.

**Point Perpendicular to Barrenjoey Head – 100nm.** Heading north out of Jervis Bay around the impressive cliffs of Point Perpendicular the next secure anchorage is

70nm north at Jibbon Beach (SE to NW) and Port Hacking (all winds) or a further 5 miles on to Frenchmans Bay (NW to SE) in Botany Bay. The coastline off Jervis Bay and from Botany Bay to Broken Bay consists of rugged cliffs resulting in confused seas from reflected swells. 10nm north of Botany bay is the stunning Sydney Harbour. There are numerous 24hour courtesy moorings throughout the harbour with some of our favourites being Vaucluse Bay, Athol Bay (Taronga Zoo), Bantry Bay and Manly. Our favourite anchorages are at Little Manly Point/Spring Cove and Rose Bay. We try to avoid weekends, as the recreational boating traffic skyrockets.

15nm North of Sydney Harbour rounding Barrenjoey Head you safely enter the expansive Broken Bay providing access to the very busy and developed Pittwater and to the Ku-Ring Gai Chase National Park. We spend most of our time in the National Park with a multitude of courtesy moorings just metres from the bush in lovely protected anchorages including America Bay, Refuge Bay, Coal and Candle Creek and Smiths Creek. Once again, the weekends are busy.

**Barrenjoey Head to Yaccaba Head – 70 nm.** Heading north from Barrenjoey Head we do the 70nm run to Port Stephens, bypassing Lake Macquarie, which we cannot enter due to our draft (2.15m) and Newcastle, which has a safe entrance and good marina but we have so far considered it too industrial to bother stopping. We have encountered many fishing buoys in the last 10 miles on our approach to Port Stephens. Port Stephens has a bar that only becomes dangerous in poor weather when the swell is over 4m and the tide is running out. Inside there are great anchorages, beaches, bushwalks, marinas, fuel and shops for reprovisioning. We enjoy anchoring at Shoal Bay (E through S to W), Jimmys Beach NW to NE, Fame Cove NW to SE and

Salamander Bay when it blows (E through S to W). We use the courtesy moorings at Nelson Bay (reprovisioning from Woollies), Dutchmans Bay (lovely dog beach) and Fame Cove.



Figure 4- Shoal Bay, Port Stephens.

**Yaccaba Head to The Clarence River – 220 nm.** The next sections are long and often involve an overnight passage to avoid potentially dangerous bar crossing. 40nm north is Foster/Tuncurry which includes a bar crossing followed by anchoring in a narrow stream with 3-4 knots of current and a road bridge 100m up stream! We didn't stay. 35nm further on is Laurieton which has a bar, an anchorage in 1-2 knots of current in a much wider river, great bush walking and a friendly sports club. 15nm on is Port Macquarie with a bar which we have not crossed. 35nm further on is Trial Bay which is north facing with easy access and is well protected from SE through S to W with a fantastic beach. We often stop at Trial bay as there is no bar therefore no need to wait for tides. Another 35nm north is Coffs Harbour. We have anchored in the outer harbour which is roly, and the marina does not appear to be well maintained. From Coffs it's a further 55nm to the amazing Clarence river.

**Clarence River to Gold Coast Seaway – 100nm.** The Clarence River has a bar which we have crossed many times in swells of less than 2.5 to 3m at the top of the tide. Once inside the bar this BIG river can be navigated for 35nm upstream to Grafton. Inside the entrance to the north is Iluka with an all weather anchorage out of the river flow behind the training wall, a dinghy pontoon, a classic pub, an ocean surf beach and a great forest walk. Across the river is the town of Yamba with a marina. Heading up stream you call the operator to raise the bridge at Harwood (up to 35m). NSW maritime have installed free floating pontoons with power and water in front of most of the little towns on the river. We generally anchor and take the dingy to the pontoons.



Figure 5- Harwood Bridge, Clarence River.

We have dined at the restaurant at Harwood, watched the Scottish Festival at Maclean and dined at the pubs at Brushgrove, Ulmarra and Grafton.

From the Clarence, it's a 95nm run up the coast to the Gold Coast Seaway. The Seaway bar can generally handle conditions better than the Clarence river bar so the timing for this passage is usually based around a safe crossing of the Clarence river bar. We have not crossed the bars on the Richmond

River at Ballina and the Tweed River and Tweed Heads.

**The East Australian Current** can be particularly strong (3 knots) off Point Danger, Cape Byron, Trial Bay, Seal Rocks and Jervis Bay. Both the flow and its effect on sea state should always be considered in passage planning. BOM website, "Marine and Ocean", "Sea Temperature and Currents", "NSW", "Currents" page is very helpful for planning passages on the NSW coast.

This is the final article in this series and we hope that they have been informative. We look forward to meeting more members of the club over the coming year and would be happy to provide additional details to anyone who contacts us directly. Our contact details are available in the CYCT Membership Directory.

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## Update, Port Esperance Sailing Club clubhouse rebuild – Matt Wardell

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Update - Port Esperance Sailing Club clubhouse rebuild

The loss of the Port Esperance Sailing Club (PESC) clubhouse from fire a year ago now was a tragic loss, not just the members of the club, but to the whole community of the small town of Dover. The historic brick apple storage shed that had served numerous community functions over the past 100 years was deemed a total loss and all remains have been demolished.

Building on our initial community consultation process our clubhouse rebuild project is slowly taking shape. Concept drawings of the proposed new building have been developed (see attached) and a Community Reference Group has been formed to ensure the proposed building stays aligned with community expectations.

Although the design reflects the proportions of the old building, it does have a few key additions, such as additional toilets and showers and an undercroft storage area. In the current environment, with a heavily stimulated building industry, a key question that we wanted to get a handle on was cost. A preliminary estimate from a quantity surveyor based on the concept drawings was \$917,000. This amount was significantly higher than our building insurance payout of \$415,000.

Following two unsuccessful grant applications for the new building the PESC Committee decided to create a design that could be built in two stages. Stage one would include the main hall with

only partially completed facilities, with stage 2 seeing the remaining facilities and storage area completed. This approach would mean that if PESC were not able to source sufficient funds to complete the entire concept, we could continue moving forward with the building project. The staged design was presented at a General Meeting and received support from members and community. The Community Reference Group facilitated the collection of community feedback and provided recommendations to the PESC Committee to consider in the design process.

Building consultants have now provided additional site information and detailed drawings are being developed that will be submitted to Council for a building permit. Securing a builder in the current environment may be challenging, but we are now able to open conversations with interested contractors.

An exciting development for the project came during the recent Tasmanian election. Most of our local representatives have been made aware of the impact the fire has had on the Dover community and the importance of rebuilding this vital community asset. During the election the project received bipartisan funding commitments to ensure the project progresses. The Tasmanian Liberal Party generously committed \$430,000 to the rebuilding project and we are very excited to now confidently move forward with the rebuild.

On behalf of PESC I wish to once again thank the Cruising Yacht Club of Tasmania for their support for our clubhouse rebuild.



1 Northerly View



2 Southerly View



3 South Easterly View



4 Easterly View

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## Cruising in June

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### Don't Miss Out!

The **Huon River cruise (12 - 14 June)** is filling up fast. This year we will start our cruise in Cygnet with drinks and dinner at the Port Cygnet Sailing Club before taking a leisurely cruise up the Huon River to the historic township of Franklin. Franklin has become the Wooden Boat capital of Tasmania and our program takes advantage of that with drinks and nibbles at the Wooden Boat Centre followed by dinner at the Living Boat Trust.



Registrations are essential and can be done via the Club's web site.

Contact: Greg Hitchens 0431 567 776 [greg@hitchens.net.au](mailto:greg@hitchens.net.au)

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### Con Dock and Dark Mofo

Come and join us in **Con Dock** on the weekend of **19-20 June** to celebrate the Winter Solstice. Our cruise coincides with the end of **Dark Mofo**. It is a great way to experience some time in the centre of Hobart and partake in some of what Dark Mofo has to offer.

Get your creative juices working. We will have a competition for the best dressed boat using a red theme and visible in the dark.

On Saturday evening we will enjoy a glass together on board Windeward Bound for sundowners, leaving you free to take in Dark Mofo during the evening.

Full details are available on the Club's web site and registration can be done through the same medium.

Contact: Greg Hitchens 0431 567 776 [greg@hitchens.net.au](mailto:greg@hitchens.net.au)

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## General Meeting Minutes, Tues 4<sup>th</sup> May 2021

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**1. Opening**

Commodore Val Nicholls opened and chaired the meeting at 7:31 pm.

**2. Rear Commodore**

The Rear Commodore:

- introduced the Guest Speaker Julie Porter who spoke on "Rhona H and the Mystery of the Bell"
- thanked Julie and presented her with a plaque

**3. Secretary (these items handled by the Commodore)****Attendees and Apologies**

Signing of the attendance sheet:

- Apologies in advance Paul and Allison Peacock; Jean-Pierre and Mireille Corgnet, Tony and Lyn Peach
- Other apologies - Lew and Liz Garnham, Mike Ponsonby and Rosa Delima, Paul and Rosemary Kerrison, Duncan and Eva Mckenzie
- Guests to be introduced – Sue Powell introduced her guest Alex Hirsch

**Minutes of the last General Meeting (6 April 2021)**

**Motion - The minutes of the previous General Meeting held on 6 April 2021, as published in the Albatross, be signed as a true and accurate record of the meeting.**

**Proposed by: Andrew Perkins**

**Seconder: Mark**

**Stephenson**

***The motion was Carried***

**Business arising from the Minutes**

There was no additional business to what is covered elsewhere on this agenda.

**4. Membership Officer**

Membership officer noted new members Noel Cook and Sharon Elliston. However, they were not present so their welcome pack will be presented at a later time.

**5. Vice Commodore**

Report from Mark Stephenson

What has happened during the month of April:

- Donald Sutherland Memorial Navigation Rally which attracted 11 boats and 28 people. The Sunday barbecue had 30 attendees.
- Anzac Weekend – Dover Port Esperance Cruise

What is coming up:

- Norfolk Bay Cruise – Saturday 22 May – Sunday 23 May
- Circumnavigate Tasman Peninsula Cruise – Monday 24 May – Thursday 3 June
- Views sought from the members of possible venues and guest speakers for the Anniversary Dinner being held in late August.

## 6. Commodore

Report from Val Nicholls

### What is coming up:

- Winter Forum on Thursday 13 May 7:00pm – 8:00pm at the RYCT – Tolly and Josephine Jaworsky will present the building of their 13.9 Herreshoff Mobjack Ketch *Gloria of Hobart*
- Nominations for Cruise of the Year and Cruising Plaques are due by 30 June 2021. The Commodore noted that the Cruise of the Year did not need to be an epic voyage but could be one that stretched the recipients skills.

### General business:

- **Port Esperance Sailing Club update** – Matt Wardell will be writing a short article on progress for the next Albatross and speaking at the October General Meeting.
- **Annual Membership Fees** – committee have decided there will be no increase in fees for next year
- **Women on Boats** – Sue provided an update on a very successful meeting in Russell Streckfuss Storm Sails sail loft in Kettering. Last weekend there was a WOB cruise with 4 boats participating which was very successful. Another one is being planned. The Commodore highlighted the need for WOB to have a more formal registration process now that it is more popular and to meet Covid requirements.
- Information sought from the members of any questions or topics for the Winter Forums
- Reminder that the deadline for submission to the June *Albatross* is 20 May

## 7. Other Business

Gordon Armstrong raised the issue of fish farming. He suggested CYCT possibly be involved through TAMP (Tasmanian Alliance for Marine Protection) organisation which he claimed was a science-based position. The Commodore noted his request.

## 8. Next Meeting

Tuesday 1 June 2021 commencing 7:30pm at the RYCT

## 9. Close

The meeting closed at 8.45pm

The Commodore invited members to socialise downstairs at the bar.

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## A word about life jacket servicing – Chris Morris

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Tasmania has the highest rate of private boat ownership in Australia, which is hardly surprising considering our amazing coastline and inland waterways.

Generally, our boating community takes marine safety very seriously. When it comes to complying with the regulations to wear inflatable and non-inflatable lifejackets, 94% of us Tasmanian boaties do the right thing, according to MAST (Maritime And Safety Tasmania).

However, when it comes to regularly servicing our inflatable lifejackets we fail dismally.

Every inflatable lifejacket has a legal requirement to be serviced regularly, and you can't do it yourself!

According to Peter Hopkins, (General Manager, Recreational Boating Safety & Facilities, MAST) the greatest danger facing recreational boat owners is lack of familiarity with their safety equipment especially inflatable lifejackets.

"There are several important points that every boat owner needs to be aware of", Peter said.

"Firstly, make sure that you are familiar with the type of inflatable lifejacket you own. Is it self-inflating or manually activated? This is critical information in an emergency situation and it's vital that you instruct your passengers and crew on how to use their lifejackets before you head out onto the water.

"When you purchase inflatable lifejackets check the manufacturer's servicing instructions and then make sure you follow their schedule.

"Correctly servicing your inflatable lifejacket is a legal requirement. When you buy the lifejacket you also purchase the on-going responsibility to maintain it" Peter said.

MAST encourages boat owners to self-check their inflatable lifejackets rather than self-service.

"It's easy to perform a self-check of your inflatable lifejackets" Peter said.

"First, do a visual inspection and make sure there is no visible damage to the straps and fabric of the lifejacket. Then check that the gas cylinder is not corroded and that it is firmly screwed into place. A common cause of an inflatable lifejacket failure is a loose gas cylinder.

"Servicing your lifejacket is a different matter. People can't service their own lifejackets as they do not have the required equipment or expertise. MAST recommends you leave it to the experts and we have a list of accredited service centres on our website ([www.mast.tas.gov.au/recreational/boating/life-jackets/](http://www.mast.tas.gov.au/recreational/boating/life-jackets/))" Peter said.

Chris Morris from accredited service centre, Lifejacket Servicing Tasmania, services a wide range of inflatable lifejackets both for recreational and professional users.

"Following the manufacturer's requirements for servicing and doing regular self-checks will ensure your inflatable lifejacket will work when it needs to" Chris said.

"Not many people wear their inflatable lifejackets correctly. Make sure it is fitted and fastened properly and where possible use a crotch strap as this will dramatically improve the performance of the jacket when inflated.

"A perfect way to ensure that you are familiar with your inflatable lifejacket is prior to a service blow it up and jump into the water. Check for comfort and see how it floats you." Chris added.

Now is a great time to check your lifejackets as new legislation has come into effect from January 1 2021. This new standard ensures greater buoyancy for both inflatable and non-inflatable lifejackets.

"My advice to all boat owners is to check all of your lifejackets right now and make sure they meet Australian Standard 4758. If they don't they will need to be replaced.

"Get your compliant lifejackets serviced when required and don't forget you may have to provide a proof of service, such as a compliance certificate, a notation on the jacket itself, a service tag, or a receipt to authorities when requested" Chris added.

**Members' Buy and Sell**

*Club members may advertise marine items free of charge in Buy and Sell.  
Contact the Editor.*



**FOR SALE!**

For Hire

Lightweight, easy to move 'Zippy Scaff'. 1.96m long x.74m wide x1.96m high.

Easily transported in back of ute. Pick up from Margate or we can deliver to Kettering or Margate marinas.

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*Scaffolding alongside Trim (the right way up this time! – Ed)*

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*Answers to the quiz*

- (i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;
- (ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;
- (iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

2 Yellow

3 “Masthead light” means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.

- 4
- (i) a masthead light forward;
  - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so;
  - (iii) side lights;
  - (v) stern light



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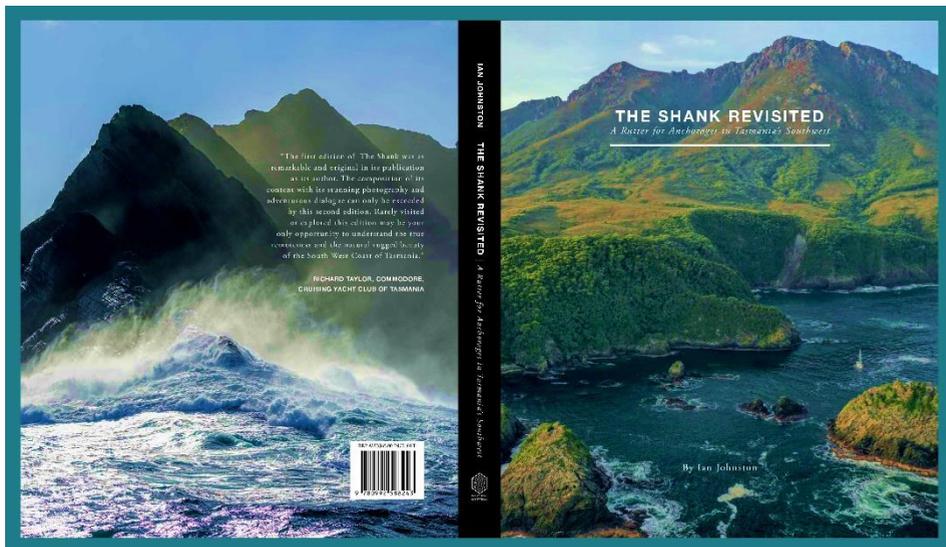


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