

Albatross

Volume 47 No 6 July 2021



Newsletter of the
Cruising Yacht Club of Tasmania

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

Committee Members

Commodore			
Val Nicholls	0404 825 310		Aziza
Vice Commodore			
Mark Stephenson	0438 854 380		Crown Venture
Rear Commodore			
David Bowker	0418 136 493		Duet
Treasurer			
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Julie Macdonald	0417 385 719		Westerly
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Membership Officer			
David Mitchell	0419 565 786		
Warden			
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Paul Kerrison	0429 999 911		Irish Mist
Quartermaster			
Elizabeth Helm	6229 3932		Intrepid

Life Members

Erika Shankley Dave Davey Chris Creese Andrew Boon Kim Brewer

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 19th (there is no *Albatross* in January)
-

Cover page photo: *Aziza* in the mist at Franklin. Photo by Julie Macdonald

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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.

Editorial – Julie Macdonald



This is the last Albatross to be printed by Bill Piper who has been printing, sticky taping and posting our newsletter for the past few years. Bill is retiring at the end of this month and we would like to thank him for all the work he has done for us.

After talking to several businesses we have settled on one that will complete all the tasks that Bill did. We will review the position after 3 months.

You will enjoy some terrific articles in this issue. Marion has delved into some local history and written a fascinating article about the Zuidpool Rock, illustrated with a photo of an original document from the Port Officer to the Colonial Secretary of the time. Phil relates his experiences delivering a yacht from Port Phillip to Triabunna, Jonathan tempts us with an invitation to go sailing in the Greek Islands and Andrew tells us all we need to know about reporting submerged hazards.

The most important page in this newsletter is the nomination form for committee positions. You can nominate yourself or other members. Being on the committee gives you the opportunity to contribute to the club as well as having an influence on club procedures. Your Club Needs You!

The quiz this month is one I found online and was originally published in the Boat Gold Coast magazine. Although it is written for Queensland boaters, the questions and answers are relevant to Tasmanian conditions and situations. There are always Tasmanian sailors enjoying Queensland waters and it is important for them to be aware that local rules and regulations can vary from those in your home state..

Shows his true colours *from www.history.navy.mil*

Early warships often carried flags from many nations on board in order to elude or deceive the enemy. The rules of civilized warfare called for all ships to hoist their true national ensigns before firing a shot. Someone who finally "shows his true colours" is acting like a man-of-war which hailed another ship flying one flag, but then hoisted their own when they got in firing range.

CYCT CALENDAR Check the website for more details	
<u>July</u>	
Tue 6 th	General meeting
Wed 7 th	Committee meeting
Sat 10 th	Winter cruising Barnes Bay
Thur 15 th	Winter forum
Mon 19 th	Women on Boats
<u>August</u>	
Tue 3 rd	General meeting
Wed 4 th	Committee meeting
Thur 12 th	Winter forum
Mon 16 th	Women on Boats
Sat 28 th	Anniversary dinner
<u>September</u>	
Tue 7 th	7.30 General meeting and Annual General Meeting
Thur 16 th	Winter forum
Mon 20 th	Women on Boats
Wed 21 st	Committee meeting

Commodore's report – Val Nicholls



What a spectacle the CYCT fleet made in Constitution Dock this past weekend. Alphabetical flags, national flags, red lights, eerie crosses, bowsprits, boomkins and boats of all sizes. Many a MOFO roamer stopped to stare: “Where have you all come from? Is this a Halberg-Rassy rally?” Members checked out vessels, shared drinks, nibbles, stories, solutions, and MOFO offerings as diverse as harmonic Huon pines and the burning of the Ogoh Ogoh! Who would have thought all this was possible a year ago? No mingling, no cruises, no overnight sails, no meetings, no speakers, just the Albatross to keep us in touch. It was June 15th when restrictions were lifted; hallelujah! The

CYCT engine cranked up and before you knew we were off again with our calendar of events, social gatherings, administrative meetings, wet hulls and high spirits. We adapted to registrations and seating restrictions without any loss of vigour.

Underpinning the lively nature of the CYCT are solid foundations. The next couple of months are important to the administrative integrity of the club. It's time to renew memberships, nominate Committee members, put the last detail to the 2021-2022 Cruising Calendar, complete our financial documentation and then celebrate it all at the CYCT Anniversary Dinner. With these reflections in mind I would like to invite you to consider how you might contribute to the life of the club. Turning up to meetings, participating in cruises, offering a talk, being a cruise contact, suggesting an activity, nominating to join the committee. From helping shift chairs to serving on the committee, every act of contribution helps keep our club active, social, supportive and sustainable.

Perpetual mould and horizontal winds did nothing to flatten or dampen the positivity and enthusiasm of June speakers, Stephen and Heidi Anstee. Stephen and Heidi beguiled us all with detail and stunning photography of their experiences as Volunteer Caretakers on Maatsuyker Island. Much appreciation to them and Rear Commodore David Bowker for organising. The inspiration continues in July with members Sue and Mike Powell sharing some of the highs and lows of a Pacific Odyssey that took them from Kettering to Alaska and back, taking in 8 countries with diverse cultures and scenery ranging from snow and icebound mountains with frozen waterfalls to azure seas, tropical reefs and palm-fringed beaches. I feel warmer thinking about it! As always, registration is essential. If you wish to dine prior to the meeting please call RYCT office (62234599) and order before 6pm.

All loose things seem to drift down to the sea, and so did I.
LOUIS L' AMOUR

Vice Commodore's report – Mark Stephenson



Greetings from a cane chair on the back verandah of our house up north, the sun shining, no wind, about 15 degrees. As compared to Hobart today with a predicted 11 degree maximum and a south west front coming through. Always surprises me the difference from one end of the island to the other.

I'm very pleased to report of the success of the Cygnet and Franklin long weekend cruise. The highlight for me - motoring down river from Franklin, in the pea soup fog to

start, then as the fog started lifting being able to see the river banks and in the calm conditions the amazing reflections that appeared. Almost as good was the group of volunteers in Cygnet and Franklin presenting outstanding meals to about 60 of our members. The weather over the weekend just got better and better and the bonhomie amongst participants very bright and inclusive. Big thanks are due to Greg Hitchens for his organising the weekend cruise and the evening at the Port Cygnet Yacht Club, and to Andrew Perkins for his work on the arrangements in Franklin. We need to acknowledge how much effort was put in to organising these events.

Dark MOFO is the next event to report back on, but it hadn't happened by my printing deadline, so you must check out next month's Albatross. The indefatigable Greg Hitchens was again the event co-ordinator and deserves a pat on the back for his major contribution to Club activities.

The Committee is trying to stream line the website to make it easier to use. As with all computer systems, once you know what it is after, it is easy to know what to do, so it's worthwhile becoming a regular user and becoming more familiar with the site. After a query at the last General Meeting, I'd like to point out that there is no link between the Club's bank account and the website hence human intervention is required. It will take time for any payment made to be acknowledged and the payment reminder to be removed from the website. Our Treasurer Paul Peacock is the man sorting this out, and I understand it isn't always an easy reconciliation.

Cruising to Barnes Bay in July? It could be the place to be. Consider our next on water activity as an opportunity to experience some fresh air, maybe good weather, good views, secure anchorages and the chance to catch up with friends, perhaps over a glass or two of gluhwein? Our Commodore Val is Cruise Contact for this local cruise, registration is required on the website, a campfire at Lodge Beach is the plan commencing at 3.30pm. Please let Val know if you intend coming along so she can provide sufficient gluhwein!

We then come to the event of the year, the Anniversary Dinner, celebrating the completion of another year of cruising activities amongst good friends. The evening has a theme this year with colour requested. Consider searching out that brightest shirt or frock in the wardrobe and coming along. Why? After the success of two shared curry meals while out cruising, the kitchen has been asked to serve South Asian flavours galore. The night will commence with Indian canapes served whilst you are enjoying a welcome drink, followed by a troupe of Bollywood dancers who will perform very vibrant and energetic dancing. A three choice Indian buffet with lots of extras will follow, then traditional sweets. There will be a surprise to finish! Bookings are open on the website, only \$75 per member, \$85 for guests and registration is required. Sooner the better I say - bookings doubled overnight last week. If you wish to bring your boat along, contact the RYCT marina manager Nicole Mudge at n.mudge@ryct.org.au for berth enquiries. Cost is \$30 per night per boat, regardless of size, but as the floating marina is usually full, there may only be a pile berth available. Next door to the RYCT is the DSS marina, more likely to have spare floating

berths. Costs vary according to boat size. Please check the DSS website www.dss.org.au to enquire about a berth. Best do it as early as possible to avoid disappointment.

Our Commodore Val will be announcing the Club's cruising awards that evening too. It will also be the last chance to show our thanks to the current Committee before they stand down before the election at the Annual General Meeting the following week!

Fair winds !

Rear Commodore's report – David Bowker



David is currently in England so won't be sending a report for the next 3 months. The Commodore will add information as needed.



Membership Officer's report – David Mitchell



I sit here on a Sunday night, having just had a zoom meeting with my ski mates and discussing the state of our world and activities including reflecting on Dark MoFo events with a glass of red wine at hand. The reflection includes the need to make sure that one doesn't miss out on possible adventures, given we only have one life. I wonder how the CYCT members who docked in Con Dock enjoyed themselves and to some extent wish I could have participated in this, but accept that it wasn't to be. Maybe

another time if this event continues into the future.

So what does this mean? well I think my point is that at my age I realise all too well that the most valuable resource I have is time, and its value is immeasurable. I find myself wishing there was so much more I could be doing, be it sailing, travelling or spending with those who are important to me. I know I am fortunate in all I have and in all I have experienced so far in my life but I also hunger for so much more. Winter I think is a time that is well spent reflecting on what one can look forward to achieving during the rest of the year, but equally what one can now. Don't let the cold or wet weather diminish what is possible. Afterall, I am still racing albeit only once a fortnight now, but equally, the boat and I have time for some minor improvements to be made. Also it is time to think about and start planning possible trips away to be made when the weather is kinder for cruising. Port Davey remains a trip to be enjoyed one day. So my message to members is

don't put off planning or thinking about where you might sail to or with whom. Do it, just do it, for time is marching.

We have recently received an application to join the club from Andrew Fyfe who has recently bought *Rubicon* from long time member Mike Ponsonby. Finally, I wish it to be known that as of this coming AGM in September I will be standing down from the position of Membership Officer, having fulfilled this role for the past 3 years. Please don't be shy in coming forward to volunteer to take on this position. It's not difficult and I will be here to support you. It is a vital part of the CYCT inasmuch as it's usually the first point of contact for new members.

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.

Andrew Fyfe *Rubicon*

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.

No new members this month

New Member directory from November 2021 – David Mitchell

<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

Women on Boats report – Sue Powell



There is no Women on Boats report for June as the meeting was held after the deadline for the *Albatross*.



Winter Solstice Cruise for Dark MoFo – Greg Hitchens

It was really pouring on Thursday June 17 when I left Kettering to join the first boats in to Constitution Dock. There is something special about steaming along in the pouring rain with glances at the radar punctuating interminable peering into the impenetrable gloom. Ian Johnston was already at the Free Dock, and had set out an anchor, float and shore line in Con Dock for the first boat to use for Mediterranean mooring. *Mystic*, *Julienne* and *Whisper HR* at the free dock were soon joined by *Juliet*. With *Aziza*, not far away, we waited outside for our allotted entry time. TasPorts were very helpful and we were able to get in a bit earlier than planned. Everything went very smoothly, although it was quite a scramble for Ian and I to get tied up quickly so that we could help with the other boats. Ian's skill with dinghy and oars, together with some experienced crew manoeuvring, resulted in a smooth mooring exercise.

On Friday we were joined by *Easting Down* (at the Low Dock), *Feeling Swell*, *Serenity II*, *Rusalka*, *Serenade*, *Argos of Sydney* and *Stella*. Another smooth entry and docking, again TasPorts were great. As soon as the last boat came into view, they started the bridge opening, with the result that all boats were able to move through smoothly with no real congestion and the bridge opening was really quite short. After the general circulation between boats and catch up – many hadn't seen each other since last weekend at the Huon River Cruise! - people headed off to explore Dark Mofo in their own way often with friends that they had invited to meet them at the dock. Many ventured to the Dark Feast, others up to the old K&D site, some to both. I am not much of an art critic, so you had better ask the others what they thought.

On Saturday we were joined by *Irish Mist*, *Vivante*, *Elsie* and *Dalliance*. We were now 16 boats and many passers-by were heard to comment at how great it was to see boats in Con Dock. They particularly liked the Mediterranean moored boats (three Hallberg-Rassys together looked great) and the fact that the boats were dressed with pennants and signal flags as well as the Dark Mofo themed lighting. At 16:00 we had a brief chat about how to get all these boats back out in an orderly fashion and then adjourned to Windeward Bound where Captain Sarah and her crew made us most welcome. At the end of a very convivial hour and a half there was still a throng of people in the saloon in earnest conversation with Sarah about every aspect ranging from the crew and training arrangements to the drive that it took to create such a wonderful institution.

Again everybody then headed off for their own perambulation of Dark Mofo and Hobart by night.

Sunday morning, and time for most boats to leave. One stack three deep, one boat from the dockside of another that was staying, one tucked in the corner, two that were rafted up in a Mediterranean sandwich, two very large power boats, and one other. All done smoothly and efficiently. TasPorts complemented the skippers saying that it was the smoothest that they had ever seen groups of boats entering and leaving Con Dock. Well done everybody! Well done Ian!

While congratulating people, I think that the whole Club deserves a congratulation. In the last two weeks we have supported the Port Cygnet Sailing Club, made members' donations of \$395 to the Wooden Boats Centre, contributed \$330 to the Living Boat Trust through our dinner there and donated \$380 to the Windeward Bound Trust. These organisations are all very different, but are common in their importance to the Maritime Culture that we cherish. And we did that while having fun, even if it was sometimes in the rain!

Peninsula cruise – Ian and Christine Barwick

Unfortunately, the weather forecast for the circumnavigation was not favourable. It was agreed to forego the circumnavigation and extend time in Norfolk Bay from 2 to 4 days as the forecast from Friday May 21st to Monday 24th was much more appealing. Five of the fleet, *Crown Venture*, *Irish Mist*, *Pandora*, *Serenity* and *Willyama* set out on Friday morning and anchored with *Cirrus* in Ironstone Bay after a pleasant sail with 10 to 15 knot NW assisting. We made the most of the chance for a catch up between boats in a peaceful anchorage. This was the first of 3 nights of flat calm, bliss!

On Saturday after a quiet morning and more socialising, the fleet moved across to Sommers Bay where *Absolute Waterfront*, *Juliet* and *Obsession* joined us. It was a lovely, sunny autumn day. Previously Janna and Steve from *Cirrus* had mentioned that the Murdunna Roadhouse would deliver pizzas for our dinner so orders were taken and arrangements made for delivery to the Somers Bay launching ramp. *Crown Venture* offered its spacious saloon for both sundowners and our meal. A dinghy was dispatched into the dark and returned to *Crown Venture* with 11 country-style pizzas and garlic bread to feed the 17 souls aboard. There was unsurprisingly lots of talk and much laughter. Perhaps Russell and Mark's Westie Callum was a little taken aback at the volume as he was noted to escape to the bow, possibly for some quiet time or maybe to show his displeasure at the "please don't feed the dog rule" which was mainly adhered to but apparently some found those beautiful brown eyes irresistible.



Thank you to Janna for liaising with the Roadhouse, to *Absolute Waterfront* for returning the warming carrier bags to the Roadhouse on Sunday morning and to Helen who volunteered to deal with the empty pizza boxes.

The order for the day on Sunday was brunch ashore at the jetty from 10am with an invitation to cook eggs however you like. We started with *Irish Mist's* coloured, curried eggs, a delicious surprise. I note that in this month's Country Style magazine there is a similar recipe for pickled, colourful eggs so it seems CYCT cuisine is "on trend", or setting the trend! Thank you Paul and Rosemary for the treat and your culinary expertise.

There was naturally an array of portable gas bbqs and some envy of *Serenity's* 4 egg poacher and of *Pandora's* impressive Butane stove and integrated pan. Expect to see more of these on subsequent cruise bbqs. Egg rolls, omelettes, Scottish with obligatory black pudding, poached, fried and Spanish style made for a satisfying start to the day. Sun, no wind, plenty of space to spread out and use the table the local community has set up made for a very pleasant few hours. You may wish to note the External Automatic Defibrillator (EAD) and book/DVD exchange at the top of the track.

With a forecast north easterly the fleet made its way to Dunbabin Point and then ashore at Daltons Beach via the shallows – wet feet and water-filled boots for some - for sundowners. Rosemary demonstrated her problem solving skills by wearing a purple plastic garbage bag on her left leg to keep her lower leg wound dry, and it worked perfectly. Boats left at various times on Monday morning after a relaxing and enjoyable four days. Thank you to everyone for making our first cruise contact role hassle-free.



View online to get the full impact of Rosemary's coloured eggs.

Huon River cruise – Greg and Bev Hitchens

Saturday June 12 dawned with misty rain that persisted for pretty much the whole day. Moving down the Channel from Kettering towards our first stop at Cygnet, we observed the company of quite a few other CYCT boats. “Observed” means that we saw them on the radar and/or AIS, but rarely in the flesh. It was the sort of day where you would only choose to go out in your boat if you had a commitment. And yet, as boats arrived and people started chatting about their trips the overwhelming sense was that they had all thoroughly enjoyed the trip. The misty weather provided another perspective on the beautiful surrounds that we are lucky enough to have at our doorsteps. It was also rewarding to see that we had 20 boats at anchor. What a hardy bunch the CYCT members are!

Cygnet was a change for this cruise as, in the past, we mostly spent the first night in Port Huon either in the Kermadie Marina or anchored out in Hospital Bay. Cygnet is a really pretty anchorage and the walk up town with a stop to chat with Ian Clare at his pottery studio on the way is a great way to while away an hour or two and build up an appetite. We had a capacity crowd and I think that I am safe in saying that they really enjoyed the welcome by the Port Cygnet Sailing Club. We all seemed very happy with the new location, although every team seemed to think that it was their team that solved the word-puzzle first.

Sunday morning again dawned misty, although the visibility was better than Saturday and showed off Port Cygnet in the beautiful soft morning light, a sight that a local pod of dolphins seemed to be happy enough to share. Most of the fleet headed off at about ten-ish in a relaxed and spread out nautical conga line. Many had done the trek to Franklin before, but there were a few boats that had not, and some of these with a draft of about 2.2m. A few introductions later they knew who else had a deep draft and who had done it before so that they could keep an eye out for each other. At the couple of fairly shallow points we saw 2.6m indicated. Everybody got through OK although when you see the depth sounder showing 0.0m under the keel it does tend to make you a bit nervous.

We saw the end of any rain about the middle of Sunday giving us good visibility for the run up the river from Hospital Bay. Sunday evening we met for drinks and nibbles at the Wooden Boat Centre. The array of nibbles that our members brought along was quite impressive, but I am afraid that many went to waste as everybody seemed engrossed in their tour of the Centre that Andrew Perkins teed up with the Committee and Management of the WBC. It was also great to hear that they will have State Government funding to undertake substantial renovations and an expansion of the facility. This community organisation is doing a fabulous job of helping to maintain the craft of wooden boat building. They have students from all over Australia, and in other times, all over the world, who come to learn with hands-on courses that run from weeks to a year.

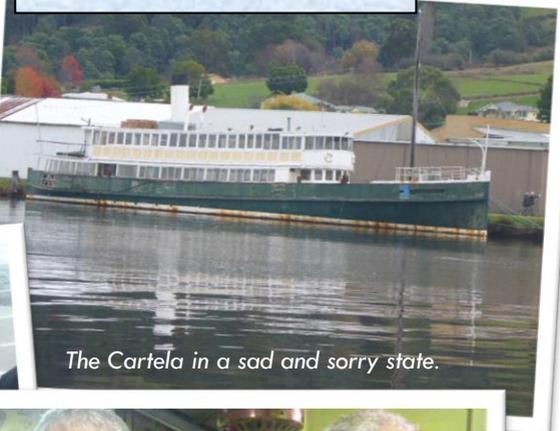
After this fascinating tour, we moved over to that other erstwhile Franklin institution, the Living Boat Trust where, packed to the rafters, we enjoyed a great meal in convivial company. It's hard to beat a three course meal in a boatshed accompanied by a glass or two. Kate and her team did a great job again.

Sunday wasn't misty! It dawned foggy! However, it was beginning to lift by 9 o'clock and soon boats started heading off in spite of the early state of the tide. We took our time and enjoyed a stroll around Franklin before heading off around lunch time for a very pleasant glide down the Huon River Valley as far as Eggs and Bacon Bay.



Wooden Boat Centre, Franklin

The Cygnet and Franklin cruise was enjoyed by all.



The Cartela in a sad and sorry state.



The Boon family was well represented.



Andre and Greg, organisers and waiters extraordinaire



The beautiful Huon River at Franklin. Photo by Shona Taylor



Greg, Bev and Richard show off their stripes



Good times at the Cygnet Sailing Club.



Prizes at the Cygnet Sailing



Navigating Crowther Bay



Nautilus

Anniversary dinner – Mark Stephenson

Cruising Yacht Club of Tasmania Anniversary Dinner

To be held at the Royal Yacht Club of Tasmania, Sandy Bay from 6 pm on Saturday 28 August 2021.

An evening of colour and flavours.

Join us for a Welcome Drink with canapes, a 3 choice Indian buffet with loads of extras, and a traditional sweet.

With a Bollywood dance troupe to entertain and a surprise to entice, it's an event not to be missed!

Only \$75 for members, \$85 for guests.

(Free parking, heating, setting up, cooking, presentation, washing up, vacuuming, dusting - all included for the one price!)

Overnight berth possible for your boat too, but at extra cost.

Register you places at the dinner - now - on the website.

Cruise of the year and cruising plaques

For information on the Cruise of the Year award and the Cruising Plaques awards, see the June Albatross or go to the CYCT website, [login](#) | [Member Menu](#) | [Documents](#) | [Club Policies/Management](#) | [Management Handbook 2020](#) | [click the Download arrow](#) | [scroll to page 14](#).

Ahoy there! – Albert Ross



I say Ahoy there!

Albert believes that a guest on board that regal launch involved in last weekend's cruise placed some flowers in an inappropriate vase which toppled over near Huon Island, spilling its contents all over the carpet. This caused the 1st mate, whilst wrestling the helm in torrid conditions, to turn his head and look disdainfully at the mess, saying, to all in earshot, " And you call this fun!".

What a silly lot of galahs! Some with numbers upon their heads looking for a mate, others just bumping their way through the throng calling

out colours or numbers, whilst others just sat and waited for their mates to roost, all in a very confined space. Now they called that fun! Saturday evening at the PCYC - what a sight.

Two stand- in waiters did a fantastic job serving the main course to all at dinner on Sunday evening but in the end one of them had to search for his meal as they were one short at the kitchen - or were they? Whilst one had nothing the other was trying to give away an extra meal (which was in his hands) to any one at the back of the shed. Fortunately, all ended well and the hungry one managed to rescue his meal before it was consumed.

Courses offered by local sailing clubs

Are you interested in participating in courses to develop your seamanship skills? Many such courses are on offer by the Bellerive Yacht Club, the Derwent Sailing Squadron and the Royal Yacht Club of Tasmania. They are happy to have our club members participate. Check their websites for details.

Email from Club Express

A heads up to all members that Club Express (who run our website) will soon be emailing all members with an invoice for annual subscriptions. Please pay promptly after June 30th. Fees remain unchanged at \$110 for full membership, \$85 for social membership and \$19.50 for student/junior (under 18).



The children enjoyed playing in the boat at Sommers Bay... Photo by Mark Stephenson

THE CRUISING YACHT CLUB OF TASMANIA INC**Nominations for Office Bearers – 2021 - 2022**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Royal Yacht Club of Tasmania at 7.30 pm on Tuesday 7th September 2021. At that time, all positions for Office Bearers will be declared vacant. Please return this form to the secretary by August 31, 2021 to nominate one or more people to fill these positions.

Being financial members of the Cruising Yacht Club of Tasmania Inc. I hereby nominate the following member(s) for the position(s) indicated for the 2021/2022 financial year.

Proposer: Signature:

Seconder: Signature:

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

The Zuidpool Rock – Marion Stoneman



Rounding the Middleton Light during our south-bound leg of the CYCT Easter Bruny Island wasn't-to-be Circumnavigation Cruise in our 39-foot sloop, Ariadne's Clew, we were treated to a cruiser's delight – a following wind of 15-20 knots. We set our sails goose-winged with a preventer on the boom and enjoyed a fast sail in bright sunshine and flat water. As we passed the mouth of the Huon River we had to gybe to avoid a familiar boating hazard, the Zuidpool Rock.

It is rather curious to find, amidst the proliferation of largely French and

British place-names in the D'Entrecasteaux Channel, a name so obviously Dutch. So, what is the story behind the naming of this rock? I decided to investigate.

As a small child I remember my Grandfather pointing out the Iron Pot from the Mt Nelson Signal Station and telling me it was the South Pole. If only he'd pointed to the light on Zuidpool Rock his joke would have had an element of truth, for Zuidpool is Dutch for South Pole.

Nothing to do with Abel Tasman, the Dutch explorer first to chart part of the island which now bears his name, the Zuidpool Rock was named after a Dutch Whaling ship intent upon whaling the Southern Ocean, if not as far south as its name would suggest.

The kill and capture of whales began in the Southern Ocean before Frenchman Bruni D'Entrecasteaux's expedition of two ships, the *Recherche* and *Esperance*, sailed up and charted the Channel in 1792. Before Hobart was founded, William Collins, visiting in an open whaleboat, reported that during the winter months whalers and sealers moved from the Bass Strait to the Derwent to pursue beach whaling, and 'during these months (July to September) Storm Bay Passage, Fredrick Henry Bay and the Derwent abounded in black whales.... so numerous in the shoal parts of the river that from his tent pitched on the shores of Sullivans Cove he had counted sixty whales in the river at one time.' (L Norman in *Sea Wolves and Bandits*)

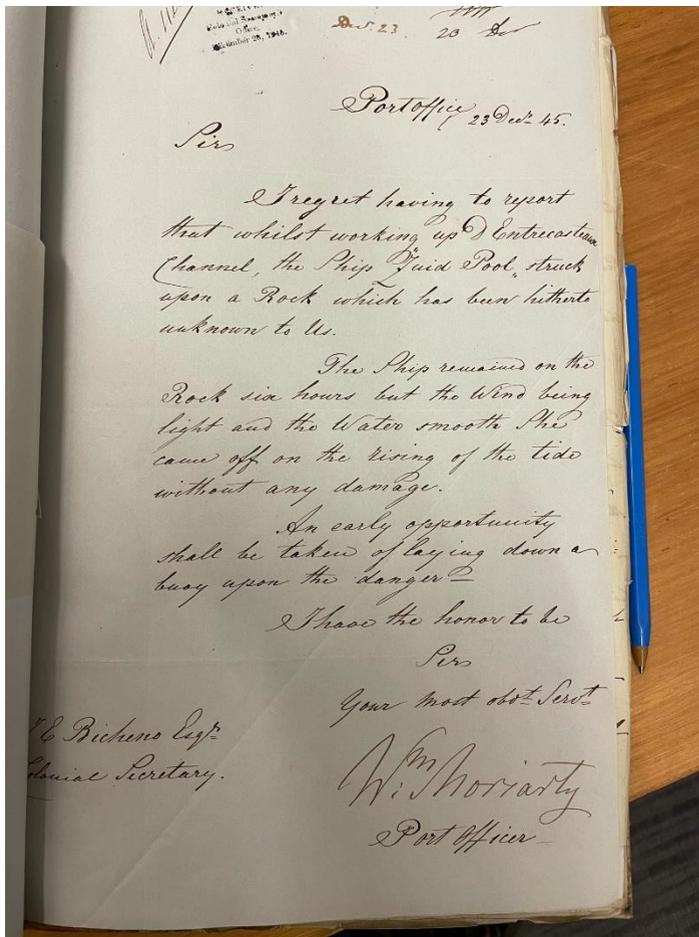
In the early years of the British colony whaling became a £3 million industry to Tasmania. Interestingly the first vessels were foreign or Sydney-based as the British government had placed a prohibition on residents of Van Diemens Land engaging in whaling as it was perceived as an easy way for convicts to escape the island by joining the crew. The prohibition was lifted in the 1820s. By this time about 1000 tuns (large casks) of whale-oil were being imported into England each year. The peak whaling years were from 1840 to 1846 and during this time about twenty foreign whaling vessels, mainly French and American, visited Hobart each year to reprovision, refit and tranship their catch. This trade provided plenty of work and a good deal of prosperity for the town, to the value of £6000 per year. In his book *Wooden Hookers of Hobart Town* Harry O'May has 'no doubt that Hobart Town was founded on oil and bone'.

One of these foreign whalers, the *Zuidpool* was a large long-range ship at 530-540 tons, with a crew of 36. Returning to Hobart with a catch of whale oil and bone from the Southern Ocean it struck the rock on its way up the Channel. On 23rd December of 1845 the Hobart Port Officer William Moriarty reported to the Colonial Secretary J E Bicheno as follows:

Sirs

I regret having to report that whilst working up the D'Entrecasteaux Channel, the ship "Zuid Pool" struck upon a Rock which has been hitherto unknown to us.

The Ship remained on the Rock six hours but the wind being light and the water smooth she came off on the rising of the tide without any damage.



An early opportunity shall be taken of laying down a buoy upon the danger.

On 18th March 1846 he cheerfully reported that he had discovered the rock and marked it with a chequered black and white buoy. On 6th May a Government notice was published in the Hobart Town Courier giving the bearings of the rock from four points in the Channel.

The harbourmaster made regular inspections and later the buoy was replaced with a black core buoy, which in 1887 was again replaced with a large black and white chequered Nun buoy. The rock's colourful history continued when the Mercury reported on 30th May 1951 that 'the Zuidpool Rock buoy... had been used as a target for rifle fire and had been sunk.' The

Master Warden was called upon to offer a £100 reward for information leading to the conviction of the offender in view of the danger posed to ships in the Channel. At this time the Hobart Marine Board began the process of erecting a permanent light on the rock.

This Easter we sat at anchor in Southport awaiting fair winds for an opportunity to continue around Bruny Island, but on Sunday morning left the fleet to motor back up the Channel in winds varying from 6 to 36 knots. This time we gave the Zuidpool Rock a wide berth, staying to the west side and trying the lower Huon River where we found the winds the strongest as they funnelled down the river valley. Instead we tucked in around Simpsons Point for a quiet night.

A Quiz from Queensland

Story courtesy of Claire Strodder, Pacific Maritime Lawyers. www.pacificmaritimelawyers.com.au First published in Boat Gold Coast Magazine. www.boatgoldcoast.com.au

The COLREGs is short-hand for the International Regulations for Preventing Collisions at Sea 1972, and they outline the internationally agreed rules for safe navigation of vessels, including the requirement to keep a look-out, travel at a safe speed, operation of vessels in narrow channels like rivers and also the 'give way' rules. The COLREGs apply pretty much everywhere in the world, including in Queensland waters; they are basically the traffic laws of the water.

At Pacific Maritime Lawyers, we often assist clients who have unfortunately been involved in a collision while out on their boat and we help with the aftermath. The consequences can range from dealing with insurers to determine fault for the collision, to managing criminal charges against our client for breach of the COLREGs, or assessing our client's claim for physical injuries and losses, or in a worst case scenario, acting for the family of a deceased person.

To make sure you do not end up high and dry, take our quiz and ask your friends, family and fellow boaters to join in! How well do you know the ropes? Questions are relevant to Tasmania.

1. It is a beautiful summer's day and you are out in your power-driven boat. You can see another power-driven boat approaching from your starboard side. Who has right of way?

- a. The other boat has right of way.
- b. Neither has right of way.
- c. You have right of way.

2. You are just setting off for a day out on the waves in your power-driven boat. You can see a power-driven boat approaching that is on your port side. You are on the other boat's starboard side so you have right of way and the other boat should give way to you. The other boat does not appear to be giving way. What should you do?

- a. You don't need to do anything. You should keep on going as you have right of way. It's the other boat's fault if they don't stop for you.
- b. Wave at the other boat and signal that you are proceeding on your course.
- c. Take whatever action is needed to avoid a possible collision.

3. You are on your way home from a great day out fishing with your mates. You need to sail down a narrow channel to get home. What side of the river should you sail on?

- a. The starboard (right) side.
- b. The port side (left).
- c. Nobody is on the river now so you can sail on any side you want to.

4. The sun is shining, and you are on your way out for an afternoon in the boat with the family.

You notice that another boat is approaching your boat head on. What should happen next?

- a. The other boat should alter its course – you have right of way.
- b. You should alter your course so that the other boat does not have to – then you know you are safe.
- c. Both vessels should alter their course to starboard.

5. You and your mates head out sailing for the weekend. Your mate notices another sail boat approaching your sail boat. Both sail boats have wind coming from different sides. You know that your sail boat has wind coming from the port side. Who should give way?

- a. The other sail boat should give way to your sail boat.
- b. You should give way to the other sail boat.
- c. It depends on which direction the other sail boat is coming from.

6. It is the last day of the summer break and you are involved in a collision with another boat. You have minor injuries and there is some damage to the boat. You know you must report the collision to a shipping inspector. How long do you have to do this?

- a. There is no time limit.
- b. Report the incident to the shipping inspector (Qld) or MaST (Tas) by the quickest possible means.
- c. Within 24 hours after the owner or master of the boat becomes aware of the incident.

Answers on page 34

I've found a rock – now what? – Andrew Boon

Discovering new hazards along our vessel's track usually involves one of the senses, typically sight or touch. Visual observations might involve observing alarmingly low values of the depth-below-keel on your depth sounder. Or, on a particularly calm day in clear water, simply looking over the side of your boat. These observations are sometimes accompanied by quiet exclamations, such as "Oh my goodness!"; usually, however, the exclamations are loud and less polite! If you are particularly alert and have planned your route with care, you may simply see evidence of a hazard in the distance, such as water occasionally breaking over it or cormorants appearing to walk on water.

Hazards discovered by touch are generally through the feet, although sometimes the knees will bend and occasionally the teeth will slam together. A particularly unpleasant sensation, sometimes requiring prompt slipping to see just how big a dent was made in the keel (or worse).

OK, so you think you've found an uncharted rock/shallow/miscellaneous hazard – what now?

Have a close look at the *official* chart, either AusENC digital chart or the current edition paper chart of the largest scale for the area, both updated to the latest version or Notice to Mariners. If the 'new' hazard is shown on the official chart (within 20-200 m or so, depending on the ZOC of the chart area), then you needn't do anything - except perhaps pay more attention to the chart when you plot your route! If you were navigating using Navionics/C-Map/Garmin charts and the hazard is not shown, contact the chart supplier and ask them to show it, referring them to the detail shown on the official chart.

If the hazard does not appear on the official chart (don't forget to zoom right in with digital charts), then you should advise the Australian Hydrographic Office. The AHO will assess the information that you provide and decide whether to show it and, if so, in what form. The more information you can give them, the more likely it will result in an accurate, meaningful update to the chart.

Have a look at the Hydrographic Note Reporting Discrepancies on Nautical Charts and Publications (hydro.gov.au). This outlines the information that the AHO ideally requires, although they do say: "Reports which are incomplete or lacking detail should still be submitted - some information is far better than no information and may contribute to preventing a significant accident."

Additional information can be obtained in a number of ways. A rock in the channel between King George Island and the mainland was hit by a yacht with a 2 m draft when the tide was estimated at 0.5 m. Thus the first report was of a rock at a depth of 1.5 m. I subsequently did some sounding from my dinghy and found other rocks closer to the surface. By adding my soundings to the report from the yacht which hit one of the rocks, which showed shallower rocks at 0.5 m depth below

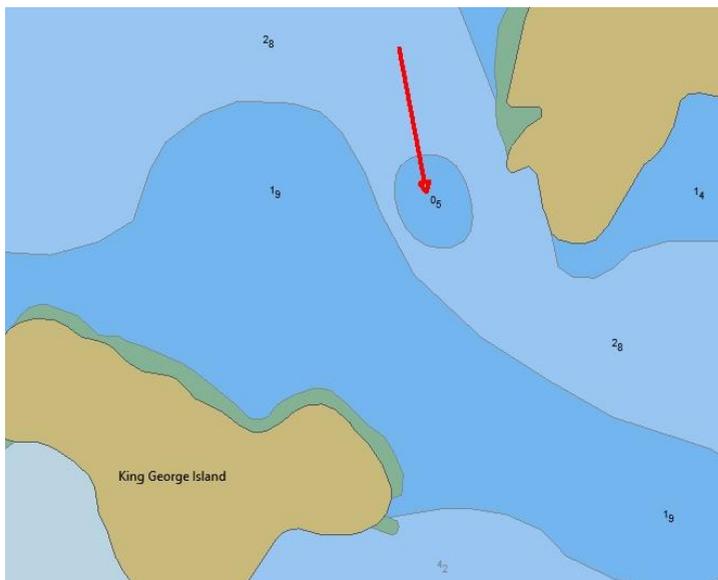
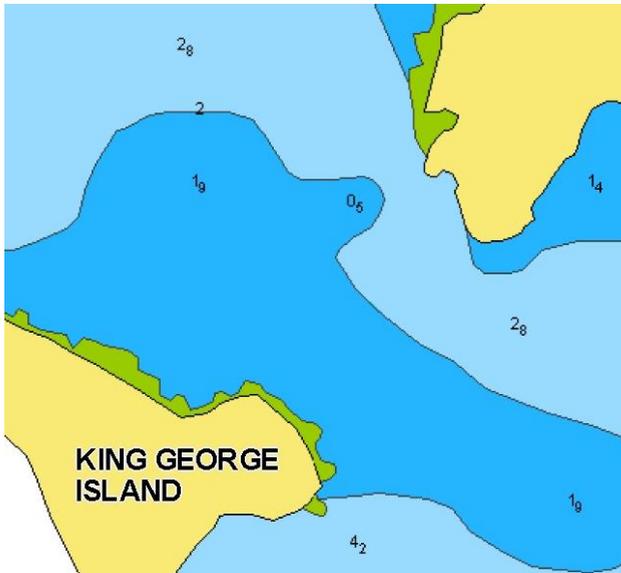


chart datum and at least 3 m all around the rocks, the AHO showed a depth of 0.5 m surrounded by a 2 m contour on AusENC, as shown in the first image.

Interestingly, Navionics picked it up and showed the sounding but extended the adjacent 2 m contour around it, ignoring the extra depth on the western side (which is what the text of the N2M actually says – see image below).



By the way, ‘sounding from a dinghy’ can be as simple as rowing over the area and probing with an oar (or, in my case, with a calibrated boat hook) until you find something solid, then measuring the length of the oar/boathook in the water. Note the date, time, barometric pressure and sea state at the time and pass all this on in your report to the AHO.

There have been several cases recently where crews have observed the sea breaking over rocks awash or just below the surface. These are more difficult to ‘accurately’ locate and sound as there is generally more risk to the vessel than in calmer waters. Locations can be determined by triangulation (plot your position and obtain a bearing of the break from your hand-bearing compass, from at least three locations spread around the obstruction). Another way to do it is to sail directly towards the rock for some distance, then turn sharply away from it. Do this from three different angles, then simply extend the tracks to obtain your cocked-hat over the rock. It adds significant weight to your report if you can see the break on a Google Earth image; better still, find it on several of the historic images available on Google Earth; this ensures that the splash of white in the image is not a fishing boat. Send your estimated position along with the Google Earth images and date, time, barometric pressure, sea and swell state to the Hydrographic Office. This is the way *Julienne’s* rock (SW of Muttonbird Island) was reported to the AHO and I have recently forwarded a report from *Vailima* about a rock awash between Svenor Point and the Bay of Islands, quoting the three Google Earth images which show breaking water at the rock’s position.

Don’t get too hung up on the accuracy of the estimated position of the hazard. Charts on the West Coast have a scale of 1:90,000, ie 1 mm on a (paper) chart represents 90 m, or about 0.05’ of latitude. There is absolutely no point in quoting more than two decimal places of a minute and a very good argument for only giving one d.p. (185 m in latitude) when you consider the likely errors in estimating positions and the errors in the gps display.

Email your reports to the AHO at datacentre@hydro.gov.au. Then keep an eye on the Notices to Mariners Australian Hydrographic Office - Australian Notices to Mariners 2021 where you might see your name in print:

14 AUSTRALIA - TASMANIA - Norfolk Bay - King George Island - Depth
A Boon

Aus 171 [418/2020]

Insert depth, 0_gm, and extend contour E to enclose

42° 56'.83 S

147° 49'.67 E

Update:

Since my first draft, Bronwen's Break has been shown on the AusENC chart, along with another rock awash that I found on the Google Earth images. Navionics has picked them up as well, extending the foul area boundary to include the new rock and labelling both with 'REP (2021)'. A little bit more detail for this inadequately surveyed area. Notice to Mariners 324/2021 for paper chart Aus793 refers.



The image on the left below is the AusENC chart; that on the right is Navionics Boating App.



Andrew Boon, 16 June 2021

Delivery of Savara – Phil Kimber



Savara, Bill Jarvis, Bass Strait

Phil Kimber, Bill Jarvis, Andrew Palfrey, Barry Lynd – delivery of Savara from Port Phillip via Flinders Island to Triabunna

PREPARATION

The only preparation needed is to be accompanied by people who know how to do it better than you do, and ideally with experience and talent, and appropriately about 2 people in that category, to cover different areas of expertise. Ideally, bring some expertise along yourself – and have the right mental approach.

Then: Time, People and Distance

A reality of life is that there are constant demands on time, but there are also discretionary wasters of time. Ever watched television? Or worked too long and too hard for not sufficient reward, or even too much reward? Ever failed to learn a talent when it was in the offing, instead spending time on repetitive chores of little significance?

Prepare your life by allowing time within it to engage with people and to travel some distance – whether that distance be actual – or metaphorical, or both – and at the same time (I could have used ‘contemporaneously’).

People: there is a natural tendency in human beings to be with those others with whom we have felt comfortable. Comfort, warmth, home, proximity. Yet there is a level of laziness in so doing. Better a mix of complacency *with* adventure, spread over time, so each one feeds the other, that seems a good blend.

The 4 people on *Savara* had links, but had not spent large time in each other’s company.

Bill is the yacht captain, recently retired from activity as a State school principal, and seeking to engage with life, renovate a house in Malbena (in the woods to the side of New Norfolk, just north of Derwent Bridge), and get back into sailing. Hence he traced down and bought the yacht *Savara* from someone who had used her little in recent times. She is a 39 ft Jenneau 1989 production sloop, with predictable lines and facilities – which translate into capacity to sail well and provide comfort. However, not always do the two mix. I have known Bill for about 30 years.

Barry is a do it yourself man. I didn't get the opportunity to quiz him too much, so understanding him really involves time spent and listening. The essential material is in the nuance. Barry likes to smoke. Well, he is by now obliged to smoke for his comfort, otherwise he would be very uncomfortable. To ensure he knew we were accepting of this, when Bill and I passed a Greek tobacconist in Safety Beach (the town on the Mornington Peninsula from which we departed on *Savara*) we each bought Barry a packet of rolling tobacco and a pack of 5 Tally-Ho rolling papers. Barry is knowledgeable and intuitive with engines, ropes, building and fishing. He is capable of cooking eggs and bacon in a galley whilst the yacht is on a 30 degree slant. These are talents we needed.

Andrew is the man who decides what is needed and methodically goes about attending to it, explaining it carefully and courteously to the ignorant who consider themselves cognoscenti, but who in due course, if they are listening, realise their knowledge has known bounds, somewhere down in the 5% area. With most of a working life as a plumber and gasfitter, he has ensured he uses that talent to share humility and to provide himself balance with time, to do those other time related things which make life important. This sailing journey being one. I gleaned that he made time for the bush, for climbing a mountain, and considering the great benefit of his wife sometimes making a mistake, so that he was free of guilt when he next did the same.

Me: Andrew first asked me 'how old are you' – and I confessed. Being the eldest on board, perhaps I was given some latitude, but believe reasonable expectation is cooperation, muck-in, and share the wearing and tiring times. I've had 40 years flying a desk, now need to grab every opportunity to work my body. Some time previously on yachts and boats meant I nearly knew the name of some parts and could be trusted to pull a line or a sheet, read a chart, find the weather, and call up emergency on channel 16 VHF radio with an intelligible message, and even predict when help was likely to be needed.

TIME

Normally, 4 or 5 days doing any singular thing is not much, but it is also what is taken up almost every week with work, then the weekend to relax, repair oneself, take entertainment or satisfy habits etc. To give that time, and then add the same either side (to make it 15 days) for preparation and re-settlement, is not as easy to find.

I recall having 'long service leave' of 8 or 10 weeks every 5 or 8 years, and now know *it is not enough*. Cramming in something significant into the annual holidays is not balanced. There are time demands with family and self which must be serviced first.

Now is the time.

Bill was pretty quick about finding his time to select the yacht, inspect, get survey, negotiate purchase, do some maintenance, procure supplies, arrange crew, transport, and motivate crew and helpers. A quiet progress was effective.

Tania Furjanic was significant in procuring supplies and back up and support. On occasion communicating with land based people for transport, advice, and potential physical presence for repairs was facilitated by Tania

That Bill knew and had positive engagement with Barry and Andrew (and me) was important at the start. I suspect a number of years of mutuality had helped.

That he trusted to invite me and led me to believe that I was likely to be useful, was very good ego massaging. It made me think that, in any event, a little ego massaging of others can be done without any loss, and with much to gain. It might not always be 100% truthful but might turn out to be truthful if the recipient engages well.

RELATIVITY

It doesn't take Einstein to tell you that time is relative. Wait. Yes it does. But it does take reflection and time to see that in fact time is relative.

Examples of difference:

Two or three days on a wharf/marina preparing a boat seems a long time and does take long periods of attachment. Early morning off the boat and around the traps, to start on a project: stowing food, sorting utensils, then regarding sailing – attaching or checking sheets and lines (they are things that were ropes until they became attached to particular objects, at which point they take on specific purposes and have dedicated names), checking and changing sails (during the course of which we got to know the length, line and quality of the sails, durability, likely stress points). Refueling, attaching spare fuel, making safe. Electricians, working out what works with what switch, how the batteries align with the wires and charging process etc.

So, 3 days seems like longer that it is – because so much is happening. There were few interruptions. By that I mean 'not many'. Just to eat or wander, take coffee. Anticipation. There is a certain beauty in having a straight stretch of time on a singular task without usual interruptions. Being distant from home helped. Less potential for distractions.

2-3 hours between 11pm and 2am on shift to observe in the cockpit in *Savara* in Bass Strait: One time it seems like an inordinate time period. Tiredness and cold made it so. The next night, after 4 hours sleep beforehand, a shift from 2am to 5am didn't seem long at all, and I could extend to 7 or 8am – but the intensity of the wild weather around and need to be observant (as opposed to just being on deck to be observant) made the time run quickly.

Driving back from Triabunna to Hobart after the trip: max 2 hours: at first the speed of driving was over-exciting. All 4 of the sailors called "Jeez" when the car accelerated under Tania's stewardship to 80km/hr. We had been sailing mostly at 6 knots, max 8 knots for 3 days, so multiplied by 10 felt horrific. Time to get to Hobart: seemed like the wink of an eye.

Conclusion: a mixture of slow time (like slow cooking) and fast or exciting time – prevents dullness in life.

DISTANCE

It's a long way to Tipperary. Its also a long way from Port Phillip Bay, out of the heads at Sorrento, and around into Bass Strait, east to the Islands under Wilsons Promontory, then down via Islands of the Strait, east of Flinders Island, Cape Barren Island, Clarke Island, Banks Strait (past it, not through it), out to sea by mistake at Eddystone, then in and down to Freycinet Peninsula, Schouten Island, through Schouten Passage, across the very wide Great Oyster Bay, and down and around into Triabunna.

That's the summary of the journey.

At 6-8 knots, no stopping, for 4 days.

From Monday 9am to Thursday 3pm. "You do the maths".

Captain Bill gesticulating to the audience of crew, seals, fish and birds

Yachting is like living under a totalitarian regime.



Your correspondent – receiving instruction from Captain Bill

Captain Bill gesticulating to the audience of crew, seals, fish and birds
Yachting is like living under a totalitarian regime.



A BIT MORE DETAIL

Preparation meant the boat, the self and personal equipment. My list grew over the fortnight before departure, but most consideration fell into a few groups.

- Transport – once committed, book early to get best fares. Consider flights, public transport, and friends. People do wish to be involved and get a sense of contribution and participation by being part of the journey -
- Accommodation – lovely to stay at Jim and Jane Paltos's home in Melbourne the night before logging into the marina. A sniff of the breeze in the usual bars and restaurants of Melbourne was refreshing.
- Gear – personal gear directed toward warmth, waterproof and comfort. That said, some tight clothes contributed to lack of comfort and more care about that was necessary. Remember that you might want to put two woollen jumpers and T shirt and thermal under a life jacket incorporated into a harness and 'Stormy Seas' coat. To get maximum warmth you must be able to zip it up right through the neck to the ears. Sort baggage so a large waterproof over-the-shoulder bag can take all your gear, and a smaller backpack for stuff you want to be able to 'walk off' with.
- Arrange holidays and tell people who you wish to rely upon to know your timing; be clear and expressive about your reliance "I'll be checking in with you most days, so keep an eye on progress, and talk with me or others if it seems to be going astray".
- Timing – most importantly, give yourself enough time. This is the opportunity to avoid worry or concern about other things. It is when you will be 'in the moment' and have more than enough to engage your thoughts and body. Don't carry worry about mowing

the lawn or fixing the roof, or even more important issues, which are simply out of reach now. Make sure you give a few days either side of start and finish so there is choice rather than necessity in decisions about timing along the way. If the weather is going to get worse, it might be the wrong decision to try to rush through to avoid it – maybe a day or two off progress is better.

TIMING

Prep Day 1

Flight Hobart mid-morning to Melbourne. Book extra gear to avoid penalty: my gear weighed about 12 kilos and backpack about 3 kilos, so one bag down in the hold. Airport bus to the city, tram to Albert Park, and join Jim for lunch with a few of his industry friends. All still 'going hard'. The big smoke requires earnest competitive attention. Apparently. After lunch a trip to a couple of Jim's haunts, then his club to say hello to the Friday at 5-7pm crowd, having a large lash of furious forced drinking before allowing the balloons that hold their heads up to deflate. Dinner at Jim and Jane's and early to bed. Thankfully Melbourne is about 'Footy' so only cursory interest once every 5 years or so is necessary.

Prep Day 2

Saturday: Breakfast in a roadside café with Jim and his son Steve, refreshing and open discussion of '*matters of importance to men*' then onto the train line to Mt Martha, and a bus for the last 30 minutes. Arrive about 1pm. Introductions to the crew and discussion about apportionment of jobs, stowing personal gear. I was given the job of helping Andrew get the reefing lines back through the boom and attached correctly. Also, of stowing food on board in such a manner as to be readily accessible.

Impressions: We had a lot of food in separate plastic containers, and not all nourishing food. Much of that was left and is surplus. A couple of pre-made (at home) curries or beef style casseroles were great. Easy to heat, to add potato or rice, and warm and which fed the fish.energy. Mind you, that might well have been one of the meals.

Prep Day 3

Sunday: it felt a barren landscape around the marina – large, numerous boats, few people, and surrounded by a wally world of similar specific design houses and units, which end up being quite formulaic. Very few occupants. Most empty. And all on land which had a value of \$1M or more, so no doubt house and land \$2M or more. The day was spent preparing the boat ready for early departure the next day, and re-addressing sail selection, attachments, cleats etc.

A lot of the energy was directed to becoming familiar with the boat and fittings, so we had an eye on what we would do in likely situations: how high to haul the sail at start, how to sheet it down if the wind picked up, which cleats to hold the jib, where the rum was kept.

Then came time for a sail to test her. About 4pm the wind was still quite strong – out of the marina, about 25-28 knots. So we motored out, tested the motor under force and power, and pulled up the sails and played around in the swell and waves – for an hour or two. All good. Engine. Good. Sailing through the waves – if that is how it will be, then we are going to have a job to do. Early to bed and plan for the next morning. My major plan was to make sure the public toilet for the marina would be open for an early shower and sssse (shower, shave, shampoo etc). Due opening 6am. Good.



Sailing Day I

Barry, sussing out the situation.

Gentlemen, start your engines, hoist your sails. Gird your loins, put a cork in it. The wind has died down to 12-17 knots, but the toilet isn't open. Call the idiots in charge, twice, to get it open, and lose 45 minutes. Anyway, marina lines off, we headed off at

9.30am, in company with a local going on their yacht toward Sydney.

Three hours to the heads of Port Phillip Bay. The legendary Rip must be navigated at slack water on high or low tide, and via direction lights at Sorrento, which must be carefully lined up. We passed a few enormous container ships in the channel, reminding us we were not

alone, but not everyone is a friend.

Weather warm, sailing on a close haul toward the west, then a sharp port turn into the rip area, a couple of hours to clear the heads, and we are sitting on top of the swell of 2 metres, on a broad reach/run, surfing the waves, and scooting along at about 7 knots, with the mainsail reefed to

maximum (ie tucked in and not a lot of sail out).

The night is approaching and the sun has been low all day. As it heads toward the hills behind us, it gets cooler, and the feeling of isolation creeps up – not within reach of anything except the water.



Andrew in the cosy spot topsides. Under auto steering. Bill with dayglo Prime Minister style yellow hi-viz coat.



We continue until about 5-10 nautical miles offshore (to avoid confusion in the swell off the shore), with a generally easterly course, directed toward the base of Wilsons Promontory. We don't expect to be there until break of day the next morning. Barry, Andrew and PAK
 Easy consistent sailing. No need for any engine. Take a sleep whether you want it or not, to be ready for when you can't have a sleep. Swap and swap about, by 6am .

Can definitely feel the ongoing need to stay personally stable physically by countering the roll of the yacht with gut muscle tension. And so that led to inevitable regurgitation of all stomach and intestine content. I would have been pretty well ready for a gastroscop investigation. A very curious feel as there is no illness, just a wave of need to evacuate. Then followed a huge warmth and comfort and tiredness – So it is.

Sailing Day 2

Waking to low sun and same wind but edgy stomach, so no eating. Little sip of water. Vomit. No more food just now. Can see Wilsons Promontory, and Hogan Group islands in Bass Strait. I take a rest mid-morning for a few hours, and we are then within view (can see) Deal Island. Deal is a large couple of islands, with a space for sheltering, but it is also about another 15 miles to the east of our course. We decide not to go there this time but must do it.

Turning to head south east toward to the northern tip of Flinders Island, we find a traveller which keeps the mainsail in the mast is broken. It was new. So discretion dictates that we don't pull the mainsail up higher, with risk that will put more pressure/stress on the blocks below the broken one, and possibly rip the sail out of the mast attachment and cause a need to haul it down entirely.

The wind was getting lighter, so a bit more sail would have been good. Mind you, my sense was that it was fluky, so if we put more sail up now, we might shortly be calling to reef it back down. We settled on our strategy regarding the mainsail of either down entirely or storm reefed.



To the east in Bass Strait is Hogan Island, just north of the Deal Island group.

Having both sails out, but restrained, gives a balance and calmer control to the boat than if you choose to have too much sail or rely on the engine. Much more stable sailing than motoring.

This evening I put all my clothes on and take a woollen blanket and wrap myself in that. Boat shoes not gumboots – proved warmer and enabled me to be more agile up and down the stairs and around the deck.

It wasn't cold at all that night. Did a stint on deck to about 11pm, had a rest to about 1.30am, and then a stint on deck to about 6am.

We had resolved on 2 hour turnarounds, but sometimes it was more convenient to do a longer stint, whilst on other occasions to beg for someone to take over as soon as 2 hours was spent.

We also had a circular process so that we would each spend observation time with/without other crew members, to avoid getting stale.

Sailing Day 3

Wednesday, and approaching the confluence of Banks Strait with the Tasman Sea – that waterway which narrows under the main Bass Strait islands (Flinders, Cape Barren, Clarke) and has a potential to have a strong tidal rip – 4 knots, and waves and swell.

Barry and Andrew took charge as *Savara* was propelled in the early morning across Banks Strait. They report that it was messy. I slept.

Up at about 10am, we were off Eddystone Point, but 10 or 12 nautical miles out to sea, and with a westerly wind, finding it hard to get closer to the land for the shelter it might have proven. A reminder, which we all agreed upon, to keep a close look on intended course, to keep to it, to avoid straying and finding it difficult to get back where we wanted.

But that wasn't the issue. With need to adjust sails to get more, and no ability to put out all the mainsail, attempts to launch the full extent of the headsail were thwarted by the figure of 8 knot at the tail of the starboard headsail sheet coming undone, the sheet (rope, line) feeding through the cleat, and flinging overboard. A bit like snooker: if it can go around it will go around: the line went overboard, and if it can get stuck it will.

Engine off; attempts to establish on what the rope is caught. Uncertainty. Some necessary swearing to ensure all see and bird life knew we were humans. This became a 2-3 hour pastime to try to free the rope, so to be able to use the headsail and to use the engine.

See the combination of problems from one issue? Or two issues: traveller in the uphaul for the main meant only short mainsail. Line overboard meant no headsail. Same line potentially caught in propeller, meant no engine. Accidental distance offshore more than intended, then floating with less control than expected, meant we were in difficulty.

We must keep working on fixing the issues, but also focus on a secondary plan: emergency assistance.

Finding that we were able to hold course for St Helens, but with an extended timeline to get there, we resolved on and I made a call to Tas Maritime Radio on channel 16, explained our problem, and that our reserve solution might include need for assistance (by way of towing) across the bar at St Helens that evening.

In fact closer analysis of the chart, and weather indicating continuing moderate westerly winds, dictated we could continue on a course to north of St Helens, and go to anchor in Binalong Bay. Discussion with friends of Bill's in St Helens found a diver who would likely come out and sniff under the boat and free the stray headsail sheet (rope).

By then, 3pm and Barry freed the sheet, and we re-established the headsail, started the engine, and sailed and motored in toward shore, and south toward Freycinet Peninsula.

Issues fixed. Problems solved.

“Tas Maritime Radio, this is Savara: we report our issues are fixed and our problem solved. We no longer have need to consider reserve assistance to be towed over the bar at St Helens. Thank you for being present to oversee”.

A stint on deck for a few hours until about 10am and then head down below for a sleep. Midnight I hear rough thudding and shuddering, bouncing up and down with force. The wind has obviously picked up, and/or we are changing direction.

Getting topsides this time, I find that my colleagues in this exercise have suffered up to 50 knot winds, but generally for the last hour about 34 knots, spiking regularly at 40 to 43 knots. That is a lot. They have come in close at the base of Freycinet Peninsula (500 metres to 1 km offshore, in the lee of Mt Graham and Mt Freycinet). It is ‘dark as buggery’ (a well known sailing term, also sometimes used in bars and brothels in major cities). The plan resolved upon now is to circle around on a 4 mile course north/south, and not to go through the Schouten Passage until daylight. The wind is furious when close to the passage (as the actress said to the bishop).

This was not an easy decision. Losing the night sailing meant the prospect of being in the good weather window (which in fact had gone, apparently) and getting to Hobart, and through the Denison Canal the next day was thwarted. But late at night, in tough wind, and cold and tired – the mind doesn’t capture all these issues, just immediate decision must be made.

Sailing Day 4

Thus, Bill and I operated the yacht with no sails, engine struggling to hold a course when the wind peaked, but able to regain promptly, and circled the eastern base of Freycinet for the balance of the dark and stormy night. About 6 hours from midnight to first light.

With first light, and all up and participating in discussion, which included a generally derisory opinion, expressed vocally and accurately, about the weather forecast we had acted upon – and we poked around the corner to Schouten passage, struck out for Great Oyster Bay.

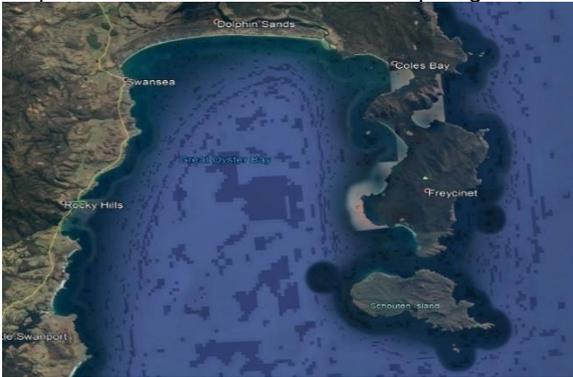


Image: shows base of Freycinet, where we circled. Top of Schouten Island and the gap (of about 800m) and then the large Great Oyster Bay – over to Rocky Hills, Little Swanport, and the entrance below into Triabunna and Orford.

Barry then showed his skills as cook with the yacht at 25 degrees, cooking eggs and bacon, toast (in the bacon fat), having a beer, and a smoke, and helping us all feel the comfort of food.

Sunshine was out, warm at 15 degrees outside, but a cool impact by the wind. We hadn’t seen rain much at all (one large shower near the base of Cape Barren Island).

Such ships and other craft as we saw, we didn’t crash in to, consistent with the plan. Mind you, the art and science of keeping watch on board is imperfect. Reliance on having 2 up, and recurrent watch out for lights, is good, but some further electronic ‘vision’ would be wise. The alternative of avoiding night time sailing has great merit, but is also an impossibility for some part – eg across Bass Strait.

Now a further issue arose toward lunch time on Thursday Day 4. The furling line for the headsail was stuck in the cleat by an idiot sailor (me) who didn’t know how the particular cleat worked.

Fix: sail directly over to Rocky Hills, and in the lee, release the furling line from the cleat, and regain effective control to enable letting out and/or furling the headsail.

It took a few hours, and as we didn't have full ability to increase the headsail, we weren't able to point as high as we wished. Pointing in this instance would be toward the south, but that weather forecaster (mentioned earlier in Barry's dispatches) had failed to control the weather and it was now coming largely against us, from the sou-west.

Farnacle. Reconsider plans. Resolve to curtail balance of journey and bring *Savara* into Triabunna for conclusion.

Done with aplomb, and called ahead to the Triabunna/Spring Bay Sailing Club to beg a temporary berth in their marina.

We were able to get ashore about 3.30pm, tidy the yacht up, make her fast, collect our gear, and have fish and chips at the café, and head home by car around 4pm, entering Hobart, bridge and other traffic jams at exactly 5pm.

PEOPLE, TIME AND DISTANCE.

Barry, Andrew, Billie and Phil – managed well over 4 days to get *Savara* 295 nautical miles (plus probably another 40 miles of circle work).

Thanks to the crew and master for getting together and helping *Savara* find the way, refresh we 4, provide sleeping and communing quarters, and a deck somewhat protected, and electronics to 'see' what was about and chart our course.



Objectif Lune at Franklin.

Photo Julie Macdonald

Answers to the quiz -

1. The answer is 'a'. If another boat is approaching your vessel from its starboard (right hand) side then the other boat will have right of way. This means that you must take action to avoid a collision with this other boat and give it plenty of sea-room.
2. The correct answer is 'c'. Even though you have right of way and the other boat should give way to you, if they do not appear to be doing so, you must take whatever evasive action is needed to avoid a collision. This includes changing course, but only to the starboard side, as if you change course to the port side this could place you in the path of the boat that is supposed to give way. Watch out. If you do not take any evasive action you are likely to be also held at fault for the collision even though the other vessel should have given way to you. Remember! If the other boat is a larger vessel like a ferry or a container ship, the rule about giving way to the boat on the starboard side may not apply, especially if the larger vessel can only navigate within a narrow channel safely. Larger boats due to their size are more difficult to manoeuvre and so the masters of smaller boats should use their common sense and give these larger vessels a wide berth.
3. The answer is 'a'. A boat must always be navigated on the starboard side of a river or a narrow channel. Remember, you must not anchor your boat in a narrow channel.
4. The answer is 'c'. Both boats should alter their course to the starboard side so they can pass the other boat on the other boat's port side.
5. The answer is 'b'. When two sailing boats have wind on different sides, the boat with the wind on its port side must give way to the boat with the wind on the starboard side. If both sail boats have wind on the same side, the boat that is upwind (to windward) must give way.
6. In Tasmania if an incident has occurred it is the responsibility of the skipper or master of the vessel to report the incident to MAST by the quickest possible means. There is a fine not exceeding 20 penalty units if this does not occur. For our cruisers - in Queensland, an incident must be reported at the earliest opportunity but within 48 hours of the owner (or the master) of the boat becoming aware of the incident, unless there is a 'reasonable excuse'. A 'reasonable excuse' could be, for example, if the owner or master had sustained serious injuries and was unable to report the incident in the time frame set by the law. If the owner (or master) of the boat does not comply with this obligation and has no 'reasonable excuse', there is a costly penalty of up to \$5,222.

So, how well do you know the ropes on the COLREGs? If you didn't score too highly then make sure you brush up your knowledge before setting sail.



One of the best cures for pride and affectation is sea sickness: a person who wants to vomit never puts on airs.

Sailing in Greece 2022 – Jonathan Ross

After proposing an idea to Val and the Committee, it was thought the best way to introduce this to the Members was via an Albatross article, so here goes.....

How would you like to go sailing in the Greek Islands next year?

Our idea is to organise a sailing holiday based around the islands of the Ionian Sea. It's an area Nathalie and I know quite well and feel it would be the perfect cruising ground for those who may not have sailed in Greece or the Med before.

The Ionian is a pretty iconic place to go sailing with the islands of Lefkada, Meganissi, Ithaca, Kefalonia and Zakynthos to the south of the charter base and Corfu to the north. This area of the Ionian offers plenty of variety, ancient history, good sailing waters and distances not too far between 'hops' from anchorage to anchorage and island to island. The charter base would be Lefkada which is easily accessible by the nearby airport at Preveza. (There are direct flights to Preveza from many locations in Europe, including Athens and the UK).

My suggestion is people book either 1 or 2 weeks, starting from 3rd Sept, 2022. This time of year should be sufficient to allow travel after the COVID travel restrictions are lifted. It's the shoulder period so less crowded, lower prices and best of all, the weather would still be superb. It would be quite a contrast to the tail end of Hobart's winter.

In terms of charter boats, how would it work?

I would offer people the option of taking a boat to themselves, say a 32-35'er which would be ample for 2 people or larger boats suitable for 4, 6 or even 8 people. Basically people could decide whether they want to sail on their own as part of the loose 'flotilla' or get a group together and charter a larger boat of suitable size. My vision is that everyone sets off together from Lefkada, keeps in loose company for the first few days, over-nighting at common anchorages and towns and then as they get more comfortable, maintain an even 'looser' flotilla formation, catching up and rendezvousing according to weather, whim and how charming the nearest beach taverna is for sundowners.

How much would it cost?

Listed below are some indicative prices on boats for one week in euros €. (all Med charters are done in euros). I have purposely listed only relatively new boats but there are many from say around 2005 that are considerably cheaper. So people can mix and match according to their budget. A rough calculation shows a cost per person per week of around 400-500€ on the larger boats not even at full capacity.

A good example is the 2020 Oceanis 41.1. It's basically a brand new boat that can accommodate 8 people. If you say have 6 aboard, the cost would be 452€ per person per week. Not too bad.

(By the way, catamarans are a great option for this type of cruising. If you have never cruised aboard a cat, this could be a great opportunity to see what it's like).

1-2 Persons	4-6 Persons	6-8 Persons
Sun Odyssey 36i (<i>Rebecca</i>) 03.09.2022 - 10.09.2022 Base: Lefkada/Lefkas Marina, Greece Type: Sailing yacht Year: 2010 Service: Bareboat Length: 36 ft Berths: 6 Cabins: 3 WC / Shower: 1 Price: 1,890.00 € Transit log: 130.00 € Security deposit: 2,000.00 €	Oceanis 41.1 (<i>Antonis</i>) 03.09.2022 - 10.09.2022 Base: Lefkada/Lefkas Marina, Greece Type: Sailing yacht Year: 2020 Service: Bareboat Length: 41 ft Berths: 8 Cabins: 3 WC / Shower: 2 Price: 2,716.00 € Security deposit: 2,000.00 €	Oceanis 46.1 (<i>Morning Light</i>) 03.09.2022 - 10.09.2022 Base: Lefkada/Lefkas Marina, Greece Type: Sailing yacht Year: 2020 Service: Bareboat Length: 48 ft Berths: 12 (10+2) Cabins: 5 WC / Shower: 3 Price: 3,796.00 € Transit log: 180.00 € Security deposit: 3,000.00 €

What to do now?

So there you go. If you are interested, you now have an idea of when, where and how much it would cost. Have a chat to your partner and friends to see if they are interested and if you have enough to book your own boat.

We are only seeking expressions of interest at the moment to see whether there are enough members interested to make it happen. If there is enough interest, we could probably organise a question and answer forum that would be the start of planning this 'little cruise'.

Please send expressions of interest to jonathan@jonathanrosssailing.com and include the number of people in your party and boat preference. That should be enough in the beginning. Maybe we will see you in Greece?

It should be noted this is not a sanctioned CYCT event but an opportunity for members to venture a bit further afield and experience sailing overseas together.



General Meeting Minutes, Tues 1st June 2021

1. Opening

Commodore Val Nicholls opened and chaired the meeting at 7:30 pm

2. Rear Commodore

The Rear Commodore:

- introduced the Guest Speakers – Stephen and Heidi Anstee who spoke about their 6 month stay at Maatsuyker Island during 2020 and Covid lockdown.
- thanked Guest Speakers and presented plaque.

3. Secretary

Attendees and Apologies

Reminded all that they needed to sign the attendance sheet for the club records and check in via CheckInTas for Covid compliance.

- Apologies in advance: Ottmar and Elizabeth Helm, Eva and Duncan Mackenzie
- Any other apologies Tully and Josephine Jaworsky, Chris Creese
- There were no guests to be introduced.

Minutes of the last General Meeting (4 May 2021)

Motion - The minutes of the previous General Meeting held on 4 May 2021, as published in the *Albatross*, be signed as a true and accurate record of the meeting.

Proposed by: David Bowker

Seconded by: Julie Porter

Carried

Business arising from the Minutes

There was no business arising from the Minutes.

4. Membership Officer

New members David and Andrea McKay were not in attendance to be welcomed to the Club and presented with their Burgee.

5. Vice Commodore

The Vice Commodore Mark Stephenson reported:

What happened during the month of May:

Circumnavigate Tasman Peninsula Cruise was cancelled due to strong winds from the south.

Norfolk Bay Cruise was extended to encompass the *Circumnavigate Tasman Peninsula Cruise*. The Vice Commodore – Mark Stephenson thanked Christine and Ian Barwick for their efforts as Cruise Contacts.

What is coming up:

Cygnets and Franklin Cruise (Huon River Long Weekend Cruise 12 – 14 June) Greg Hitchens reported that the dinner at Port Cygnets has been fully booked and asked that members pay as soon as possible. That the dinner at the Living Boat Trust has some places available and asked members to please RSVP and pay as soon as possible. That drinks at the Wooden Boat Centre is BYO everything. While this event is free, a small donation would be highly appreciated. The Vice Commodore – Mark Stephenson thanked Committee Member no. 1 - Andrew Perkins and Greg Hitchens for the organising they had done for this cruise.

Dark Mofo (19 – 20 June) Greg Hitchens is the Cruise Contact and mentioned that people can arrive earlier from Thursday through to Sunday or just come for Saturday night. That there will be set bridge opening times which will be posted via the cruising calendar on the CYCT website. If people wanted to arrive earlier than Thursday please email Greg. The charge will be \$30 per night and up to 20 boats can register. Mooring in Constitution Dock will be the Mediterranean Style of anchoring with Ian Johnston available to assist. For larger boats it will be possible to have the use of Elizabeth Street Pier, please contact Greg for more information.

45th Anniversary Dinner (28 August RYCT Bruni Room) The Vice Commodore reported that organisation is well underway. That there will be no guest speaker. The dinner will be a two course buffet with a welcome drink and canapés on arrival plus there will be entertainment.

Winter Cruise to Barnes Bay has been added to the Cruise Calendar on 10 July 2021, The Cruise Contact will be Val Nicholls.

6. Commodore

The Commodore Val Nicholls reported:

What is coming up:

Winter Forum – there will be no forum for the month of June. Information was sought from the members of any questions or topics for the Winter Forums. The Commodore reported that Forums should be available to all levels not just medium to advanced topics and thanked Committee Members 1 & 2 for their efforts. Committee Member no. 1 - Andrew Perkins reported that the July Forum will be about paint. That it will be a question and answer style forum by Simon Desmarchelier on anything to do with paint and asked members to come armed with questions. That the August Forum will be given by Chris and Daun Morris on lifejackets. Bring any old life jackets that you would be happy to inflate and try out.

Nominations for Cruise of the Year and Cruising Plaques are due by 30 June 2021. Instructions on how to nominate were published in the *Albatross*.

General business:

Reported that a Defibrillator was donated by member Sean Connolly and thanked him. The Defibrillator had a flat battery and Lew Garnham arranged to have the battery replaced, thanks were extended to Lew Garnham. Lew Garnham and The Commodore – Val Nicholls – have been researching how to get training/familiarisation on the use of the defibrillator. Asked members who would be interested in receiving training. Committee Member No. 1 – Andrew Perkins – suggested that this could be held as the September Winter Forum.

Strategic Planning Review:

Reported that a review was last done in 2019 and this review has just been revisited by the committee.

The Strategic Planning highlighted key areas of focus:

Increase members' skills

Reported that courses are being run by other Yacht Clubs that welcome registration from CYCT members:

- Courses offered via Bellerive Yacht Club (registration via <https://byc.org.au/training-courses/>)
- Courses offered via DSS (registration via <https://www.revolutionise.com.au/derwentss/events/>)
- Courses offered by RYCT (<https://ryct.org.au>)

That the CYCT Development Fund is available for members to receive a small contribution towards the cost of these courses.

Develop guidelines for Cruise Contacts

Reported there is now a lot on the CYCT website about this and the best way to learn is to do it.

Develop the cruising program

Reported that the new Vice Commodore Mark Stephenson has been working hard and the Cruising Calendar is now flourishing.

Develop strategies for ways to learn

Reported that WoB is doing a great job in this area. That the Winter Forums have been addressing this and encouraged members to nominate topics for these forums regardless of how basic they may appear.

Attracting younger members

Felt that by fostering a relationship with the Port Esperance Sailing Club, which is a community-oriented club with an entire age range, could be one way to address this issue.

Women on Boats – Sue Powell reported that the last topic presented by Dinah Jones was on the history of marine toilets. That Bev Hitchens gave out prizes for conduct on the sail away and what they were for will remain secret women's business.

Albatross reminder that the deadline for submissions to the July *Albatross* is 19 June 2021.

Cruising awards and plaques reminder that the nominations are now due and information on how to do so was published in the June *Albatross*.

7. Other Business

The Vice Commodore Mark Stephenson asked members for suggestions of cruises for the Cruising Calendar and asked for volunteers to be Cruise Contacts.

Asked if members would be interested in a cruise to the Furneaux group of Islands. Mentioned that the Derwent Valley Festival is on the Cruise Calendar.

8. Next Meeting

Tuesday 6 July 2021 commencing 7:30 pm at the RYCT.

9. Close

Invited members to socialise downstairs at the bar.

Meeting closed at 9:00 pm.

Members' Buy and Sell

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



Hansen Sailing Jacket

Model: Skagen Offshore Jacket
Size: Women's XL, regular fit (would probably suit male, size M or L)
Colour: Cherry Tomato
Description: brand new, still with tags attached, ordered wrong size
Price: \$375
Contact: Jonathan 0423 497 176

CYCT Members Buyers' Group.

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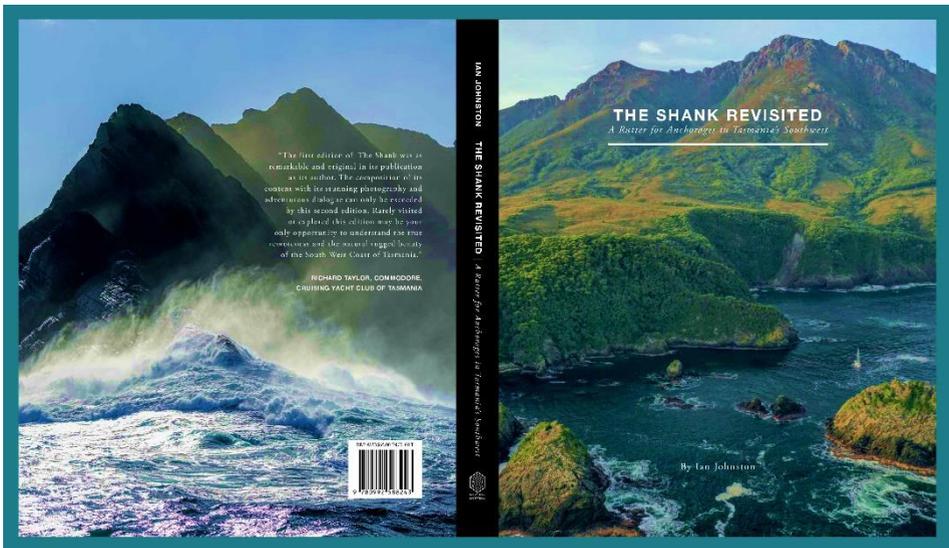


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