



Albatross

Volume 47 No 8 September 2021



Newsletter of the
Cruising Yacht Club of Tasmania

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

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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)

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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.

NOTE ----- As from this month members will be required to pay when registering for an event (where payment is required). PayPal is the preferred method of 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.

REMINDER! Subs are due by the end of September!

Family - \$110

Social - \$85

Child or student under 18 - \$20

There are 3 ways to pay -

Through the website (PayPal is the preferred option)

Direct deposit to the club's bank account (details above)

By cheque to the Membership Officer, PO Box 605, Sandy Bay 7006

Editorial – Julie Macdonald



It's a shame that The Annual Anniversary dinner will be held just too late to be featured in this issue of the Albatross. You will have to wait for the October issue for the photos and report on the festivities.

The feature article for this month is an extensive article by Steve Boulton extolling the virtues of cruising in Norfolk Bay. As residents of Taranna he and Janna have this wonderful bay on their doorstep. Steve describes some of the well known anchorages as well as some lesser known spots for you to explore. If you haven't ventured to this delightful part of our cruising world put it on your calendar or better still join one of the cruises that will be heading that way next

summer.

A warning though - forecasts for Norfolk Bay and Frederick Henry Bay are often the same but reality can prove them to be vastly different. Last summer we left Connolly's Beach in flat calm water but faced 25 knots in Frederick Henry Bay blowing straight in from the south, making for a very slow and uncomfortable passage to the Derwent. Meanwhile, *Crown Venture* continued to enjoy calm weather in Connolly's Beach.

With any luck (and luck plays a big part these days when talking of travel) we will be in WA for part of September so past editor Fiona Tuxen has offered to fill in for me and produce the October issue. Many thanks, Fiona.

Toe the line

To conform to the policy of a group

Members of the British Royal Navy were required to stand barefoot and at attention for inspection. While at attention they lined up along the seams of the planks of the deck with their toes touching the line. This became known as "toeing" the line.

[www. https://oceanservice.noaa.gov/](https://oceanservice.noaa.gov/)

	CYCT CALENDAR Check the website for more details
<u>September</u>	
Tue 7 th	7.30 Annual General Meeting and General meeting
Thur 9 th	Winter forum – Cardio Pulmonary Resuscitation course
Sat 11 th	Maritime Market Place
Sat 18 th	Overnight cruise to Adventure Bay
Mon 20 th	Women on boats
Tue 21 st	Committee meeting
<u>October</u>	
Sat 2 nd	Combined clubs Opening Day
Tue 5 th	General Meeting
Sat 16 th	Safety weekend, Barnes Bay
Mon 18 th	Women on boats
Tue 19 th	Committee Meeting
Thur 21 st	Show day weekend. Great Taylors Bay cruise
<u>November</u>	
Tue 2 nd	General meeting
Sat 13 th	New members' cruise and lunch
Mon 15 th	Women on Boats
Tue 16 th	Committee meeting
Sat 27 th	Women on boats Sailaway

Commodore's report – Val Nicholls



Snow on the mountain and daffs popping up in the garden remind me that whilst winter is not quite done, spring is starting to have her say. With that thought comes the reminder that this is the last monthly report before our AGM Sept 7th when all committee positions become vacant and open for renomination. I would like to take this opportunity to openly thank the CYCT Committee including Quartermaster and Facebook moderators for their flexibility, good humour and willingness to support the health and vibrancy of the CYCT through the contribution of their time, effort, and skills.

For myself, I would like to thank the committee and membership for welcoming me as Commodore last year. It was most definitely a step into the unknown, and I thank you for your patience and support. It has been a most rewarding year on many levels.

The AGM is an important date on the calendar as it marks a transition from one Club year to the next; a previous committee to a new. It marks a time for reflection and re envisioning. I look forward to a good turn out as an AGM needs its membership! The AGM invites members to extend their contribution and experience of the club by nominating for management positions. The AGM also provides opportunity for the membership to express their appreciation and support for nominees willing to take that extra step forward. Bridging the movement from AGM to GM, guest presenter Jay Lawry will share his experience of passaging from Cairns to Hobart. See you there!

How fortunate we have been to enjoy such a full year of cruising, learning, and socialising whilst managing to maintain COVID 19 protocols. Our membership continues to grow and likewise participation in cruises, forums, and the Women on Boats sessions. This year WoB took learning and sharing out of the classroom and on to the water with a weekend cruise that was so successful 2 more are scheduled for the upcoming calendar.

Have you sold or bought a vessel in the past 12 months? Preparations for the Combined Clubs Opening Day October 2nd are gearing up and with that the need to have an up to date list of the CYCT fleet. Regardless of whether you intend to participate in the Opening Day or not, your attention to confirm your boat details as recorded on our website is required for us to complete paperwork for Opening Day as well the upcoming CYCT Member Directory.

By the time you read this report it may or may not be too late to register for our Anniversary Dinner at the RYCT on August 28th. Carefully crafted by our Vice Commodore the evening promises to be, what all good birthdays/ anniversaries should be: a celebratory evening of colour, dance, delicious food, friendship and a good yarn or two. Happy Anniversary CYCT!

Vice Commodore's report – Mark Stephenson



So good to see the sun staying out for longer each day. The garden has had a lot of neglect applied to it recently, just too cold and wet to get my interest up enough to leave the cozy wood burner!

No cruises to report on this month. I have seen on Marine Traffic a few member boats out and about. Really is a time of year to find a weather window and make the most of it.

September is almost here and we have two events to start the season with. The Maritime Market Place is set for Saturday 11 September in the carpark at Oyster Cove Marina. A great opportunity for you to gather together all the unwanted stuff and load it into your boot and then present it for the passing parade of prospective purchasers. Be there between 10.00am and 2.00pm, rain, hail or shine! Hoping lots of members of our club, other clubs and individuals can come along as vendors and purchasers.

Saturday 18 September is the date for the Adventure Bay cruise. Subject to weather of course. Hoping for light westerly winds for an easy day sail there and back, with loads of sun to increase the enjoyment level. A get together will be held Saturday afternoon, if numbers permit, onboard Crown Venture if we get away for the weekend (having just launched after 2 weeks on the hardstand) or aboard another vessel, or ashore.

October brings the Combined Clubs' Opening Day, with Commodore Val onboard Aziza leading the fleet in the Governor's sailpast.

Safety Day has now become a weekend event with Ian Johnstone the Cruise Contact planning tips on towing, man overboard and knowing Ian, very likely, a lot more boat handling skills will be included during Saturday afternoon and Sunday morning.

Fair winds !

Propellor: Underwater winch, designed to wind up any lines or painters left over the stern.

Rear Commodore's report – David Bowker



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



Membership Officer's report – David Mitchell



In my final report as the CYCT's membership officer, I firstly would like to thank Richard and Shona Taylor for the help they gave me not only in encouraging me to take on the role but as well how to do it. Believe me, I wasn't sure about stepping up to the committee but upon reflection I am glad I did. Not only was it an opportunity to give something back to the club, but it also gave me a good insight as to how the club functions and importantly, the chance to get to know many more members than I might otherwise have done. So,

to whomever takes on this function, know that you will be appreciated as all too often, and especially for new members, you are the first point of contact with the club and hence fulfill a vital role in the functioning of the club.

I have enjoyed these past three years on the committee and I am sure it won't be my last in participating and helping in the management of the club. Likewise I have enjoyed the chance to write my reports for the Albatross. I do hope that I haven't bored you and/or that you might even have enjoyed my musings a little on occasions.

With that, I would like to take the opportunity to welcome all the latest new members to the club, (refer to the list) and trust that you will enjoy being a part of an eclectic group of like minded sailors and boat owners out enjoying the magnificent waters of Tasmania. There is much to be gained from being a member of this club.

See you at the AGM, the dinner and/or out on the water.

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.

John Braakhuis & June Hutton *Gypsea*

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.

Tanya Ronaldson & Trevor Thrale	<i>50 50</i>
James Burbury	<i>Picrway</i>
Callum, Alexandra & Andrew Macaskill	<i>Commocean</i>
Phillip & Mary Tomney	<i>Perfect Escape</i>
Alex Hirsch & Steve Tripkovic	no boat
Kelly & Mark Woodward	no boat

New Member directory from November 2020 – 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
<i>Rubicon</i>	Andrew Fyfe	0409 216 386
<i>50 50</i>	Tanya Ronaldson & Trevor Thrale	0432 486 747
<i>Picrway</i>	James Burbury	0418 328 619
<i>Commocean</i>	Callum, Alexandra & Andrew Macaskill	0457 549 953
<i>Perfect Escape</i>	Phillip & Mary Tomney	0433 114 223
	Alex Hirsch & Steve Tripkovic	0414 600 139
	Kelly & Mark Woodward	0409 553 572

Women on Boats report – Bev Hitchens



WOB Meeting Monday 21st July, 2021

We were delighted to welcome Ginny Gerlach as our guest speaker, talking about her experience as the buyer and seller of several boats. Ginny has a formidable CV, including Yachting Australia Yachtmaster Offshore, and Instructor (Sail), plus experience in Marina construction and management, brokerage, chandlery and boat charter. In her talk, Ginny discussed the typical trajectory of boat purchase to sale, including the joy of actual use, interspersed with the inevitable periods of maintenance. The phenomenon of ‘post-purchase depression’ rang a few bells with some.

In her “Boat Broker” shoes, Ginny suggested that a good Broker should match the person to the boat, especially in terms of lifestyle expectations and capability, and not forgetting the all-important budget. In relation to a Survey Report, beware the words “in good condition relative to age”, a non-committal phrase which doesn’t preclude imminent gear failure. Ginny’s pieces of sage advice included: avoid being carried away by your dreams of a nautical life, and to focus on the condition of the boat; ask lots of questions and/or obtain the advice of a well-informed friend; an amusing, but very serious question to ask yourself is ‘How can this boat sink?’ Where are the through-holes?? Make sure that the gear is sized for the boat, e.g. the motor capacity should be relative to boat length, roughly expect 1hp/ft, given weight considerations.

Ginny stipulated that it is necessary to ‘own’ your boat, i.e. get to know it well, and don’t just accept things as they were organised by the former owner. Make it yours by organising equipment according to your needs. A great way to thoroughly learn the layout of the boat is to clean it from top to toe.

Ginny also reminded us that a boat is replete with linear systems, e.g. the electronics, the engine, the sails, to name a few. You may have some knowledge of all these systems and some expertise in some. Don’t be afraid to engage an expert to help in an area where you have a knowledge gap, or in which you previously had no interest.

In short, the sage advice is to budget for repairs when boat-buying, and to embrace and enjoy the maintenance phases as a chance to learn more about your vessel and make it truly yours. As we all know, maintenance jobs must be prioritised, although sometimes it is difficult to discipline yourself to attend to the most pressing issues first. The aim is to flatten the curve, and to avoid that sometimes precipitous dive from pleasure to pain following boat purchase.

After this extremely thought-provoking presentation, we retired to “Kathmandu” for a tasty Nepalese meal and more lively discussion.

Forum report – Andrew Perkins

Around 25 members attended the recent winter forum “All About Inflatable Life Jackets” presented by CYCT members Chris and Daun Morris who operate “Life Jacket Servicing Tasmania”, Chris focussed on the self-testing of inflatables and demonstrated checking a wide range of brands and different types of jackets and yokes including automatic and manual release mechanisms.

Chris called for volunteers to demonstrate the fitting and manual release of various jackets. With all eyes watching

and great expectation after several failed to inflate, those present

could be forgiven for thinking inflatables are not very reliable until they realised we were being given a subtle lesson on the importance of regularly checking and servicing of your inflatable and the various causes of them failing to inflate which mainly seem to involve the CO2 canister



and release mechanism.

The take away message was if you want the benefit of wearing a closer fitting less bulky lifejacket you need to check it ensure it inflates in an emergency!





Cruising Yacht Club of Tasmania

MARITIME MARKET PLACE

(a car boot sale for boaters)

Saturday 11 September in the carpark at the Oyster Cove Marina, Kettering.

From 10.00 am to 2.00 pm

Drive in, find a car park, open the boot, set up your table, display your wares and await your eager customers

or

Drive in, find a carpark and go searching for nautical bits and pieces

Come sell or buy

Free entry to all

Don't forget, scan the **CHECK IN TAS** QR code on arrival

Rain, hail or shine !



Ahoy there! Volunteers needed – Maritime Museum of Tasmania

The Maritime Museum of Tasmania is a much-loved Tasmanian institution. But it needs help. More volunteers are needed to assist in areas such as curatorial and collection management, education and outreach programs, but most particularly as Front of House - to regularly help out on the front desk, meeting and greeting visitors and serving customers in the museum's gift and bookshop. Located in the Carnegie Building next to Constitution Dock, the Museum is ideally situated to tell the stories of our maritime heritage. It has been in operation for 47 years after originally being in Battery Point. It is an independent, volunteer-managed, not-for-profit organisation and relies on entry fees and shops sales for its ongoing funding. It is one of the largest volunteer museums in Tasmania.



The Museum is an active participant in the Wooden Boat Festivals, as well as getting involved with many external activities and partnering with other museums.

As with so many attractions, things were tough during the Covid-19 lockdown last year, with no income. But the Museum decided to use the closure to bring forward its first major redevelopment in over 20 years. And it has been a mighty task – stripping out three exhibition galleries, undertaking installation of new display walls and repainting, creating new storage and workspaces. Two galleries were completed at the beginning of the year and they are proving very popular. There is still some work to do in the upstairs gallery, which we hope to open during the spring season. As with many organisations, some volunteers were lost during the lockdown, but many are also getting older and no longer able to devote many hours to the Museum. The museum is open 9 to 5, seven days a week, so a roster of volunteers keeps the museum open. That means they need 30 volunteers a week, just for the Front of House, working morning or afternoon shifts. But by all accounts, it is a great place for volunteering with full training provided. You don't have to be a boatie, you don't need to have been in the navy or been a boatbuilder, just have an interest in maritime history and a willingness to support the Museum.



If this sounds exciting and floats your boat (ha!), then call the Museum on 6234 1427 or email Beth at: office@maritimetas.org

Cruising in Norfolk Bay – Steve Boulton

For navigation coverage of the Norfolk Bay area refer to Chart AUS171, Hobart to Norfolk Bay. This overlaps nicely with AUS173 D'entrecasteaux Channel.

No trip to Norfolk Bay from Hobart or the Channel can begin without passing through Frederick Henry Bay. If your cruise begins with north east to south east winds then your anchorage for the first night can often be Sloping Main Beach or Lagoon Beach on the inside of Sloping Island. Both anchorages are good in easterly weather with a nice sandy bottom with only small areas of weed. Lagoon Beach and the northern part of Sloping Main Beach can at times be affected by swell.



LAGOON BEACH

For winds from the south east to south west Lime Bay is the preferred option or continue on to Monk Bay if the wind is predicted to be stronger or more from the west; both have good holding on a sandy bottom. If your stay is long enough there are great walking opportunities ashore from Lagoon Beach, Lime Bay and Monk Bay.

If you are passing between Sloping and Hog Islands it should be remembered that at very low tides the water depth can drop to around 2.3 to 2.5 meters but at most times rarely gets below 3 metres. Follow the channel on your chart and avoid the shallow area extending east from the middle of Sloping Island.

When the winds are predicted to be from the north west to north east, Connellys Bay is the nearest option with good holding on a sandy bottom. Depending on the direction of the wind the choices are from the western end of the bay near the moorings to the eastern side off the sandy beach inside Dorman Point.

An anchorage not often used but good in north east to south east conditions is Dodges Ferry – Lewisham. This area, as well as offering good holding on a sandy bottom, offers the opportunity

to restock supplies with nearby supermarket, bakery, pharmacy, Post Office, liquor outlets and fuel supplies. Navionics and Garmin Charts only extend to approximately 200 metres south of Gwynns Point Lewisham, so if you intend traveling as far up as the Lewisham Jetty, Google Earth does a very good job of showing the channel and the sand bar which extends South from Gwynns Point on the outside of the moored boats. The Sonar chart available on Zulu Waterways also shows the channel.

From Monk Bay onwards the choice of anchorages will naturally depend on the forecast conditions.

Just around Ironstone Point to Ironstone Bay is a great spot to head when the wind turns more NNW to northerly if you tuck in behind the point and is also good in westerlies. The shore from there down to the Coal Mines Historic Site is all good holding on a sandy bottom and offers protection from the west and north west. This area is not recommended in south westerlies over 10 knots as the local topography changes this to a southerly and turns Ironstone Point into a lee shore.



IRONSTONE BAY

Moving south, Deer Point is an infrequently used anchorage but can be a good refuge from savage afternoon sea breezes and is also a good overnight anchorage in south easterlies and southerlies below 15 knots. Anchor in around 4 metres on a sand to mud bottom close to the cliffs.

From Deer Point it's only a 10-minute trip around to the western side of Prices Bay and excellent protection from south west to westerly conditions again in 3 to 4 metres of water on a sand to mud bottom close to the cliffs. Some protection is also offered from southerly winds but it's not a favourable spot in north westerlies, as although the cliffs offer protection from the wind the swells come around the point making for an uncomfortable night. There is a good area for on shore gatherings in the south east corner with reasonable depth to the shore on a pebble beach. This area is referred to locally as the gravel pits.

Between Prices Bay and Cascades are a few small bays, the best of which is an unnamed bay between Parkers Beach and Cascades Bay. This bay is often referred to as Callum's Beach in honour of Crown Venture's Westie, Callum. Callum's Beach offers good protection from southerlies and great swimming. The small beach offers a good protected spot for a BBQ ashore and is not affected by Parks fire restrictions. Although it is possible to get ashore at Impression Bay to access the Premaydena General Store the bay is shallow a long way out and most of the best access points are through private property, so not recommended.

Cascades Bay extends from the corner near the ruins of the old Koonya Jetty across to Sympathy Point and offers choices of shelter from westerly to southerly on the Koonya side through to easterly on the Sympathy Point side.

Our next port of call is Little Norfolk Bay, Taranna. Some guides advise not entering the bay through the inside of Dart Island but there is plenty of room (see photo, Cirrus to the right) if you favour the Island side of the channel.



DART ISLAND

Little Norfolk Bay offers shelter from all but the strongest northerlies. The holding is good on sand to mud bottom. The Jetty is available for loading and unloading from the end or if necessary, you can tie up to the northern side of the jetty for repairs etc. A vessel displacement limit of 10 tonnes applies. There is a lower deck on the inside of the jetty for dinghies. A MAST mooring is available plus moorings from the DSS and Kingborough Boating Club. The Taranna Boat Club also has moorings available for vessels up to 11 metres in length. There is a slipway which will take vessels up to 1.7 metres in draft, 12 metres in length and 10-12 tonnes in displacement but is very dependent on tides and barometric pressure and 1.3 to 1.4 is a more realistic draft limit for most of the year. The Boat Club also has a licenced bar, shower, toilets, a defibrillator, swap facilities for DVD's and books and BBQ facilities. Current winter opening hours are Thursdays 1500 to

1800 but other openings for visiting groups can be made subject to prior arrangement. The Commodore Lynton Foster can be contacted on: 0428 384 278 or email: l.s.foster@bigpond.com Places of interest in Taranna include The Tasmanian Devil Unzoo which is about 1.3 kilometres from the jetty and Rosedale Homestead which has a Café/Restaurant, museum and animal park. If the northerlies blow in whilst anchored in Little Norfolk Bay, Eaglehawk Bay is only a short distance away and offers good holding in sand and mud up towards the head of the bay near the neck. The northern shore is best and is sand closer in becoming mud a bit further from the shore. There is protection from southerlies as well but if they vary to south east or south west a funnel effect can sometimes occur. There are some shallow patches on the way in but these should not deter most vessels drawing less than 2.5 metres. If you are unsure simply wait for the tide to rise. Once into the basin at the top of the bay the water is around 3-5 metres. There is a seasonal café on the southern side. The Lufra Hotel is a ten to fifteen minute walk depending on your fitness. The Lufra offers a Public Bar, Bistro/Café and takeaways. Opening times and menus can be found on the Lufra Website and Facebook page.

Moving up from Eaglehawk bay Flinders Bay is our next stop. This bay offers shelter from the north around to south west but is best in southerlies as winds from other quarters can funnel through the bay. Anchoring on the southern shore there are two inlets, one closest to the point on the southern side of the bay and the other slightly further in. The second anchorage offers a very good BBQ area ashore which was constructed by locals for the Scouts. This is located in a Coastal Reserve. The holding is good with a sand/mud bottom. There is also a small deep inlet just around the point south of Flinders Bay which offers great shelter from nasty north easterlies. This anchorage on a good sand bottom also gives access to excellent pacific and native oysters and mussels on the surrounding rocks.



FLINDERS BAY

If the wind is forecast to be varying anywhere from the west through north or north to the south east then Sommers Bay is the place to be. The holding is good on a sandy bottom. There are a few isolated patches of weed which have been known to cause the occasional drag but this is a good safe anchorage when the forecast is unpredictable and if the forecast changes to South to south west Flinders Bay is only 10 minutes away. Sommers Bay offers excellent facilities for onshore get togethers at the Sommers Bay jetty in the south east corner of the bay. A large picnic table and seating are provided. There are, however, no toilet facilities and if there are large numbers going ashore the Jetty Association would prefer people to take their garbage with them rather than use the onsite bins. There is a defibrillator and book swap library on the side of the roadway above the jetty. There is also a walking track to Flinders Bay which starts 100 metres along the road from the jetty pathway. The sandy beach at the head of the bay has a lot of shoals and it is hard work getting a dinghy ashore.

Travelling north, King George Sound is 30 to 35 minutes away and good shelter from south east to south west winds is available inside Chronicle Point along near the boat sheds on a sand/mud bottom with some weed patches.

Venturing further in, to Murdunna, reasonable anchorages can be found near the moorings at the head of the bay in soft mud with some weed patches. There is protection from the east through to south west. A bonus of this anchorage is the new MAST sponsored floating pontoon jetty. With minimum depths of 1.5 to 2.5 metres around the jetty most vessels are catered for. There is plenty of room for dinghies. The Murdunna Roadhouse is located 500 metres to the east at the Junction of Sommers Bay Road and the Arthur Highway. This outlet has petrol, diesel, water and a wide range of grocery items including gourmet items. They are currently awaiting the outcome of a liquor licence application to sell Tasmanian wines etc. There is also a large takeaway menu including pizza. Shannon and Sam are the contacts at the Murdunna Roadhouse. Make sure you tell them you are from the CYCT. If prior contact with the store is made it might be possible to arrange delivery of fuel and certain items to the jetty. This would depend on the value of the purchase and the availability of staff. The CYCT has on two occasions arranged the delivery of pizzas to Sommers Bay.

There are many other anchorages in Norfolk Bay and we all have our favourites but the one thing that should always be remembered is that Norfolk Bay has a microclimate of its own and the weather can often be completely the reverse of that forecast. I have many memories of a 10 knot north westerly forecast being a 15 to 20 knot south easterly at 10am. One particular event which stands out was in Monk Bay when the forecast for the evening was variable below 10 knots changing to north westerly around 5 knots before dawn. This became 25 knots from the north east at 2am and resulted in a pounding run across to Sommers Bay for shelter. On reaching Sommers Bay the wind disappeared and at dawn was a light south westerly below 5 knots

Take care and enjoy your sailing in Norfolk Bay

Updating your info for the new Membership Directory

The new Membership Directory will be printed by November and it is important that the information it contains is as accurate as possible. Do you have a new boat? Changed your address? To check and update your details please login to the website and follow these directions:

1. Hover the cursor over your name on the top right of the home page above the Cruising Yacht Club of Tasmania banner. You will see a drop down menu.
2. Click on My Profile and work though at least the first 2 boxes (Basic Information and Additional Member Data) to make sure the information is accurate.
3. Note that under Basic Member Info, Contact Information, the last heading – Other Info – allows you to elect to receive a printed newsletter or to download it from the website.

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Quiz

1. Can you spell out your boat name using the nautical codewords?
2. A copper coin deposited in the bilge of an aluminium hull will result in:
 - a) the coin being corroded
 - b) the hull being corroded
 - c) no corrosion
 - d) both metals corroding
3. To secure a dinghy to a ring bolt on the jetty the following knot should be used:
 - a) sheet bend
 - b) bowline
 - c) a round turn and two half hitches
 - d) clove hitch
4. A cutlass bearing is a:
 - a) engine bed
 - b) propeller shaft support bearing
 - c) bilge pump bearing
 - d) pallet
5. A jib is:
 - a) any foresail
 - b) any headsail
 - c) a stay
 - d) a foresail not overlapping the mast
6. Navigation lights carried by a vessel that is under sail which is also under power are:
 - a) as for a sailing vessel

- b) as for a power driven vessel
- c) a red over green all-round light on the mast
- d) an all-round white light on the bow

Answers on page 32

AGENDA 46th AGM Tuesday 7th September 2021

1. Opening

Scheduled for 7:30 pm

2. Attendees

Members are asked to register their attendance on the sheet provided for the Club records and check in via CheckInTas for Covid compliance.

3. Apologies

4. Minutes of the previous AGM held on 1 September 2020

Motion - The minutes of the previous Annual General Meeting held on 1 September 2020, as published in the *Albatross*, be signed as a true and accurate record of the meeting

5. Business arising from those Minutes (if any)

6. Treasurer's Report and Auditor's Report for financial year 2020-21

7. Appointment of Auditor

Confirmation of Auditor appointment for the financial year 2021-22

8. Commodore's Report

9. Presentation of Awards

10. Election of Office Bearers

Committee positions to be declared vacant at the meeting and re-filled by election:

Commodore	Vice Commodore	Rear Commodore
Treasurer	Secretary	Editor
Membership Officer	Webmaster	Warden
Committee Member No.1	Committee Member No.2	

11. Any Other Business

- 12. Close.** A General Meeting and presentation will follow the AGM. Formalities will be brief.



Annual General Meeting Minutes, Tues 1st September 2020

**45th Annual General Meeting
of the Cruising Yacht Club of Tasmania Inc
held on 1 September 2020 at the Royal Yacht Club of Tasmania**

MINUTES

Opening

Commodore Richard Taylor opened the meeting at 7:30 pm.
2020 *Albatross*.

Attendance and apologies

Forty Seven members registered their attendance, plus one guest, Brian Wilson. Thirteen apologies were recorded on the attendance sheet which is filed with the official copy of the minutes.

Minutes of the 44th AGM

The minutes of the 44th (previous) AGM held on the 3rd September 2019 were published in the 2020 *Albatross*.

It was moved by Duncan McKenzie, seconded by Andrew Boon that they be signed as a true record of the meeting.

Carried

Business arising from those Minutes

There was none.

Treasurer's Report and Auditor's Report

The Treasurer reported that the Club's Profit and Loss Statement and audited Annual Report were available to members, and that the year-end profit was over \$4,000, mainly as a result of Club inactivity due to the COVID pandemic. For that reason, a 50% remittance in fees had been provided to members for the current year.

It was moved by Shona Taylor, seconded by Leigh Miller, that the Club's current auditor, Max Peck and Associates, be re-appointed for the 2020-21 year, for a fee of \$230.

Carried

The Treasurer thanked the outgoing Committee for their support, and also those members who had nominated for the current Committee.

Awards – Vice Commodore

The Vice Commodore advised that the joint winners of the competition to guess when the first cruise would be held following the enforced COVID lockdown (19 June) were Darren and Kris Schmidtke (*Karm*) along with Robert Buchanan and Joelle Legoux (*Dianne Johnson*). Robert and Joelle were apologies for the meeting, but the Vice Commodore presented the prize to Darren and Kris.

The Vice Commodore announced that the winner of Cruise of the Year was Mick Way (*Serenity*) for his cruise to the Gippsland Lakes. Mick was an apology for the meeting.

Special Resolution – Constitution Revision

The following proposed constitutional revision had been communicated to members during the revision process and their comments had been incorporated in the final revision documents, which had also been forwarded to all members:

Clauses 3 and 7 to be amended as follows:

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

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

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

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

The following Special Resolution was moved by Richard Taylor, seconded by Judith de la Mare and passed unanimously on a show of hands.

"That the changes to the Club's Constitution as emailed to members on 31 July 2020, noted in the July and August *Albatross*, published on the Club's website and tabled at

this meeting be accepted and transmitted to the Department of Justice (Consumer Building and Occupational Services -CBOS) for approval.”

Carried

Commodore’s Report

The Commodore’s Report was published in the *Albatross*.

The Commodore thanked the existing Committee and departing committee members and wished the incoming Committee success. He gave a special thanks to the Club’s outgoing Warden, Chris Creese, for his 21 years on the Committee and his service to the Club.

He reported that the current Committee had left the Club in a very strong position and listed the following as major achievements – the Club Express website, the Lease Agreement with the Royal Yacht Club of Tasmania, a very strong membership with a high retention rate, strong financial position, updated Management Handbook, Media Policy and Media Statement, the Cruising Calendar and interesting guest speakers.

Port Esperance Sailing Club

The Commodore reported that the Port Esperance Sailing Club’s facilities at Dover had sustained a severe fire, which had resulted in the premises being demolished. That Club was therefore now in the process of planning a rebuild, and the CYCT Committee had proposed that the CYCT offer financial assistance for the project, on the proviso that some reciprocal access would be available to CYCT members.

It was therefore moved by Richard Taylor, seconded by Paul Peacock that the sum of \$10,000 be placed into a new CYCT bank with the name ‘CYCT/Port Esperance Sailing Club New Building Fund’. These funds would be available to the Port Esperance Sailing Club when the new building project commenced and be available for a period of up to three years. The trustees of this account would be the CYCT Commodore, Vice Commodore and the Treasurer. The use of the funds were to assist in the construction of an external deck, a barbecue facility, a dinghy storage area, a bar facility, or any other suitable projects, structures or facilities that could be further identified and mutually agreed, and subject to a suitable reciprocal written agreement regarding access by CYCT members to the PESC facilities. Any of the selected projects would be visibly acknowledged as a donation from the CYCT.”

Carried

Election of Office Bearers

The Commodore declared all positions vacant and advised of the nominations currently to hand as per the table below. He advised that no nomination had been received for the positions of Vice Commodore, Editor and Warden and welcomed nominations from the floor for those three positions.

Position	Name	Clarification
Commodore	Val Nicholls	Elected
Vice Commodore	No nomination	

Rear Commodore	David Bowker	Re-elected
Treasurer	Paul Peacock	Elected
Secretary	Allison Peacock	Elected
Editor	No nomination	
Membership Officer	David Mitchell	Re-elected
Webmaster	Paul Kerrison	Re-elected
General Committee	Andrew Perkins Ian Barwick	Re-elected Re-elected
Warden	No nomination	

Further nominations were invited from the floor but none were forthcoming. Accordingly, the nominated candidates as listed in the table above were declared duly elected. The incoming Committee would address the remaining vacancies on the Committee. It was also noted that the current Quartermistress, Elizabeth Helm, had agreed to continue in that role and the Commodore thanked her for her continued contribution to the Club.

The outgoing Commodore introduced the new Commodore, Val Nicholls, to the meeting and presented her with the Commodore's burgee, name tag, the "21 Year History of the Club from 1975 until 1996 by Erika Shankley" and the meeting bell. Val then accepted his invitation to preside over the remainder of the meeting. Val thanked the outgoing Commodore and Committee members and welcomed the new and returning Committee members. She expressed her wish to be actively involved in all Club activities and encouraged members to nominate for Vice Commodore (to formulate the cruising calendar), Editor of the *Albatross*, and Warden (moorings and trophies

Any other business

There was none.

The Commodore thanked everyone for attending the AGM and closed the meeting at 7.55 pm. A light supper was provided and the September General Meeting then followed.

General Meeting Minutes, Tues 3rd August 2021

1. Opening

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

2. Rear Commodore

The Commodore:

- David Nash – *10 years in Tasmania*
- *David spoke about the restoration and charter of the Yukon in Denmark, their voyage to Australia, experiences in Tasmania and the upcoming continuation of their circumnavigation back to Denmark*
- Thanked David Nash and presented plaque.

3. SecretaryAttendees 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: David Bowker, Paul and Rosemary Kerrison, Jean-Pierre and Mireille Corignet
- Any other apologies: Duncan and Eva McKenzie and David B Mitchell
- The following guests were introduced: Damien Padman

Minutes of the last General Meeting (8 July 2021)

Motion - The minutes of the previous General Meeting held on 8 July 2021, as published in the *Albatross*, be signed as a true and accurate record of the meeting.

Proposed by: Ottmar Helm

Seconded by: Mark Stephenson

Carried

Business arising from the Minutes

There was no business arising from the Minutes.

4. Membership Officer

The Membership Officer reported that there are several applications for membership pending

John Braakhuis and June Hutton

James Burbury and Mary Brownell

Alex Hirsch and Steve Tripkovic

Callum, Alexandra and Andrew Macaskill

Philip and Mary Tomney

Kelly and Mark Woodward

New members Trevor Thrale and Tanya Ronaldson introduced themselves and the Commodore welcomed them to the Club presenting them with their Burgee.

Trevor and Tanya came to Australia from the United Kingdom 10 years ago and joined the Royal Flying Doctor Service. Five years ago, they settled in Deep Bay and purchased their house and boat.

They became interested in the Cruising Yacht Club of Tasmania when they met club members in February 2021. Tanya and Trevor ventured ashore at Monk Bay with their dog, to head off on a walk to Lime Bay, when they meet CYCT members setting up tables ready for a Curry Buffet evening meal. Their walk became an extended walk when they took an unexpected longer return route. Upon their return Tanya and Trevor were greeted by Club members (relieved to see Tanya and Trevor return) and invited to join them for a curry.

5. Vice Commodore

The Vice Commodore Mark Stephenson reported:

What happened during the month of July:

Thanked Stan Pickering for stepping into the role of Cruise Contact for the Winter Cruise to Barnes Bay (10 July)

What is coming up:

- *Anniversary Dinner (28 August RYCT Bruni Room).*
 - Encouraged members to register early as registrations are already 2/3 full
 - Advised that table seating will not be allocated, that the tables will be set up to seat 8 people
 - Entertainment will be Bollywood Dancers at the beginning of the evening and a final dance at the end of the night.
- *2021/22 Cruising Calendar* is up to date until September 2022. Will produce the *Cruising Calendar* as a hard copy to be released in October.
- *Maritime Marketplace* (11 September) a great opportunity to gather all that 'stuff' sitting in the aft locker, the garage, the back shed, the spare bedroom cupboard.
- *Overnight Cruise to Adventure Bay* (18 September) looking for Cruise Contact for this cruise and several other cruises that are on the Cruise Calendar.

6. Commodore

The Commodore Val Nicholls reported:

What is coming up:

- *Winter Forum*
 - Thursday 12 August – *Chris and Daun Morris on lifejackets with hands on experience bring PFD will have spare gas bottles and activation units. Only 1 hour duration be there at 6:00 pm and out at 7:00 pm.*
 - Thursday 9 September - *CYCT/RLS Tas Resuscitation Course*

- Advised 18 people can register
 - Encouraged members to register early so they can receive the theory component early.
 - Encouraged people to sign up and advised that legally under the Good Samaritan Law members are protected from being prosecuted
 - Advised that the defibrillator does not need to be carried around all the time and if you are in charge of it you are not required to use it.
- *Nomination for Office Bearers 2021-2022*
 - The nomination forms are now available and due by the Annual General Meeting Tuesday 7 September 7:30 pm. At that time all positions for Office Bearers will be declared vacant
 - The incumbent *Treasurer, Secretary and Membership Officer* will not be put forward as nominees for ongoing Office Bearers in 2021-2022
 - *Quartermaster* vacancy explained the role of quartermaster and encouraged that the role could be split and covered by more than one person
 - *Warden* vacancy advised that this role also needs to be filled.
 - Reported that August and September are busy months for the committee and the committee has been working hard and thanked all the Committee members and acknowledged the work of the Quartermaster - Elizabeth Helm.

General business:

- Women on Boats (WoB)
 - Next WoB meeting on 16 August speaker will be Bev Hitchens topic *All things Ropy on Knots*
- Reminder that the deadline for submissions to the *September Albatross* is 18 August 2021.

7. Other Business

Treasurer and the Audit

The Treasurer advised that the books are currently with the auditor and reported the unaudited profit and loss for July 2020 to June 2021.

8. Next Meeting

Tuesday 7 September 2021 commencing 8:00 pm, following on from the Annual General Meeting (AGM) at the RYCT. Guest Speaker Jay Lawry - *Cairns to Hobart*.

9. Close

Members were invited to socialise downstairs at the bar. Meeting closed at 9:00pm.

Members' Buy and Sell

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



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Answers to the quiz.

2 (b) 3 (c) 4 (b) 5 (d) 6 (b)

Questions and answers take from *The Australian Boating Manual* (third edition) by Captain Dick Gandy