

Albatross

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Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories may be serialised.
- Boat names should be *italicised*.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 19th (there is no *Albatross* in January)

Cover page photo: *Duet* on Opening Day. Image by Mark Stephenson

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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 newsletter) 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



Thanks to Fiona Tuxen for putting the October issue together and ensuring that it was delivered to your letter boxes on time.

We enjoyed our three weeks in WA with no problems coming or going on our direct flights. We caught up with family and friends in Perth and had fun in our son's big Landcruiser and camping trailer exploring the south west coast as far as Albany. Just don't mention starter motors, wild, wet weather or getting up in the night...

We were interested to note that the marina at Hillarys, just north of Perth, had very few masts and lots of motor boats. The most popular destination seems to be Rottnest Island where the popular bays are full of mooring buoys which

have to be booked and paid for well in advance.

In conversation with a friend we mentioned the wind known locally as the Fremantle Doctor but were quickly corrected. We were told that this reliable afternoon south westerly was used by the skippers of the big sailing ships to make docking easier, hence was called the Fremantle Docker. Opinions on the correct term seem to vary greatly.



If you are thinking about joining the Club cruise to the Furneaux group next February, be sure to read the detailed article by Scott Poulter, the cruise co-ordinator. He and Rachel know the area well and by allowing 4 weeks there will be plenty of time to enjoy those beautiful beaches and secluded anchorages.

If you are thinking of sailing further afield you might be tempted to try Lord Howe Island when you read Chris Brearley's article.

I'm sure that most of you picked up the typo in question 2 of last month's quiz. A submarine cable fouled in a vessel's anchor is certainly not freed by cutting it!! The question is repeated this month.

Tide over

Make a small amount last until a larger amount is available.

Not to be confused with 'tied over', this phrase has its origins in seafaring. When there was no wind to fill the sails, the sailors would float with the tide until the wind returned. They would 'tide over'.

www.oceanservice.noaa.gov/navigation/nautical-terms.html

CYCT CALENDAR Check the website for more details	
<u>November</u>	
Tue 2 nd	General Meeting at 7.30, Committee Meeting at 4.30
Sat 13 th	New members' lunch in Quarantine Bay
Mon 15 th	Women on Boats
Sat 27 th	Women on boats Sailaway
<u>December</u>	
Sat 4 th	Family and friends cruise, North Bruny
Mon 6 th	WoB Christmas party at Bev Hitchens' home
Tue 7 th	General Meeting at TasMaritime, on the Domain, preceded by the committee meeting
Sat 11 th	At home with Al and Dinah, Margate
Thu 23 rd	Huon Valley over Christmas cruise
Fri 31 st	An evening on the attenuator, Oyster Cove Marina
<u>January 2022</u>	
Sat 22 nd	Cruise to Southport, Dover and Recherche Bays
Mon 31 st	Extended cruise to the Furneaux group
<u>February</u>	
Tue 1 st	General Meeting preceded by the committee meeting
Sat 12 th	South east and east coast cruises
Sat 12 th	Hobart Regatta long weekend
Mon 14 th	Valentine's Day candle lit dinner onboard
Sat 26 th	Norfolk Bay cruise

Commodore's report – Val Nicholls



We are all set for sailing; daylight savings, warmer temperatures and a new Cruising Calendar are all in place but ... we are as yet largely thwarted by rain and / or strong winds. In the hope of more sea-kindly weather the Safety Weekend was deferred to the end of October. Clutching at straws, this at least gave opportunity to practice the crucial capacity to say “No” to plans incongruent with safety and wellbeing! Fingers crossed for a big Yes next time!

I doubt weather woes will have knocked the hull of the mighty RSV *Nuyina* as she progressed up the Derwent on Oct 16th. Palawa-kani for ‘Southern Lights’ and pronounced ‘noy-yee-nah’, icebreaker RSV *Nuyina* will play a vital role in supporting Australian scientific activities and research bases in Antarctica. I am confident that I speak for us all in welcoming RSV *Nuyina* and wishing her safe passage throughout her service.

This month particular thanks are due to Treasurer Jean-Pierre and Membership Officer Scott. Both have put in considerable energy and attention to streamline CYCT Committee processes. Following up from our Royal Life Saving CPR/Defibrillator course, the RLS has been in touch generously donating a brand-new case for our defibrillator and inviting CYCT members, family and friends to take advantage of substantial discounts for a number of courses offered in 2021. Find further detail elsewhere in the Albatross.

Having discussed protocols for the defibrillator (commonly referred to as Daphne) the Committee propose that on multi night trips it be stored on board the Cruise Contact boat for access, if needs be, by any member.

Our application to Parks and Wildlife for permission to hold our New Members' lunch at Quarantine Station has been lodged. With Parks and COVID requirements being unchanged from last year, I feel we can be optimistic that we will be able to go ahead as is our tradition. Similarly, TasMaritime welcomes us again to hold our December GM and BBQ at the station. Details will follow on the website.

What if ...? Do you have a second anchor? How quickly could crew find and deploy it? I recently had the pleasure of crewing a boat from Mackay to Brisbane. Late afternoon the skipper and 2 crew picked up a replacement for the non-functioning starter battery. Having set anchor in a busy anchorage and installed the new battery, thoughts turned to dinner. Suddenly a 40+knot squall, lightning and torrential rain came through. It became clear that the anchor was slipping. Crew went to the bow to bring in the anchor to reset it. The chain jumped out of the gypsy and, with gusts of wind and drifting boat, the chain fully deployed itself until a final section of rode snapped. No anchor, no chain, a stub of rope. A dark night, wind, rain, anchor lights abound. With lightning for visibility and radar for object identification the skipper did doughnuts whilst 2 crew took 20 mins or more to find and then access the 2nd anchor, to search for and locate the appropriate chain and rode, to find a shackle, attach all three and deploy from the bow. The second anchor held and the weather next day was inevitably perfect. Plenty of food for thought here. What if...?

Thank you to those who responded to my search for, or confirmation of, CYCT assets.

Vice Commodore's report – Mark Stephenson



Greetings from my study at home on a very bleak day up north, with a very similar one forecast down south. Can't wait for stable, sunny weather to return.

My report didn't make the last Albatross. In it I mentioned the successful Anniversary Dinner with 75 diners, lots of colour in decorations and clothing, entertainment from Bollywood and Nepalese dancers, an appealing buffet and some entertaining moments throughout the evening. The Maritime Marketplace in Kettering attracted 23 stall holders and I guessed around 100 shoppers. The area worked well being in the outer carpark and I noted many stall holders going home with much less gear than they had arrived with.

Our Adventure Bay cruise was disrupted by strong winds – both the predicted type and the actual type. Five boats did head out for the weekend in the Duck Pond and all enjoyed the tranquillity and socialising at anchor. My thanks to Tracey Taylor for all her preparatory work as Cruise Contact for this event, and her flexibility in rearranging the cruise whilst underway.

Safety Day weekend has also had a date change to 30 October due to the predicted strong winds from the south. Read all about this, along with the Show Day Great Taylors Bay cruise in the next issue of the Albatross.

Future Club events include New Members' lunch on November 13 and a WOBs sailaway Saturday 27 November. Then into December – Family and Friends Day on the 4th, At Home with Al and Dinah on the 11th then a Huon Valley cruise over the Christmas period on the 23rd and finally an evening on the attenuator set for the 31st. Something for everyone !

A few things to mention not included in the Calendar: If you feel like a ride on a tall ship, the crew of *Rhona H* is conducting their annual hands on Safety Day on Sunday 7 November. Ian Johnston is again heading around the south west and west coast next summer so if you are interested in seeing more of that amazing coastline up close get in touch with Ian. The 200th anniversary of the naming of Pirates Bay on the Tasman Peninsula is set for January 28 – 30, 2022 and the locals are calling for visitors to attend by sea and participate. There is a history presentation Friday afternoon, a local play Saturday afternoon and a Ball that night with a market Sunday morning. Although there are very low tides in the afternoons, they encourage visitors to spend the weekend in the Eagle Hawk Neck anchorage or into Pirates Bay on the outside. Flying all your bunting of course. Could be a fun weekend?

Fair winds !



Rear Commodore's report – David Bowker



Well, we had an interesting weekend in October with the Safety Day being cancelled twice. Firstly the weather was too bad and then the snap lockdown caused a “second” cancellation.

I sailed up from Kettering for the Opening Sail Past with the Governor. This was followed by a very pleasant evening at the RYCT bistro and a comfortable marina berth. Not so good the next day with drizzle and rain and a medium southerly all the way back to Kettering. However, I made good time at only three and a half hours.

Our speaker at the next General Meeting is Jonathan Ross from Jonathan Ross Sailing. His website offers charters from Croatia, Greece, France, Corsica, Italy, Sicily, Sardinia and the Canary Islands as well as other yachting services. So I think we are lucky he is in Tasmania for the GM.

His talk is on “Transiting the Panama Canal”. Transiting the Panama Canal in a yacht had always been an exotic thought for him as he was a bit mystified by how it all actually worked and intrigued by it's history. It's a marvel to think you can enter on the Caribbean side, pop out at the end after 24 hours and be in the Pacific Ocean. Sure beats going around Cape Horn. He had the opportunity to go through the canal about 5 years ago and if you are curious about how it all works, his talk will take you through the preparations required, going through the locks and the canal itself plus a few anecdotes from along the way. This is one talk not to be missed.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 600pm.

Membership Officer's report – Scott Poulter



I would like to take this opportunity on behalf of everyone to thank my predecessor, David Mitchell for all his work as Membership Officer and wish him well in his new role as Warden.

While I have been a member, on this occasion, for just over two and a half years, Rachel and I have only recently moved ashore, after living aboard and cruising full time for the last five years. This move has given us the opportunity to participate more actively in club events. Through this role, I am not only looking forward to meeting, talking to, and introducing our new members, but also getting to know our

existing members.

The “cruising group” at our previous yacht club in Brisbane formed a large part of our lives for the past 25 years with many great friendships, mentorship, knowledge sharing, cruises, sundowners, lots of fun and I am sure I will have similar experiences with the CYCT. Please come and introduce yourself and have a chat.

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

Ian Howarth & Lynette Boulton *Meltemi*

Mick Hawes & Julie Cassar *Sant'ana*

Brett & Elizabeth Harrison *Manana*

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.

Philip Myer & Mary Anne Keady *Nelma G*

Suzanne Crowley **No boat**

Carlos, Kerry & Alessandro Plottier **No boat**

New Member directory from November 2020 – Scott Poulter

<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
<i>Fair Winds</i>	Kelly & Mark Woodward	0409 553 572
<i>Gypsea</i>	John Braakhuis & Julie Sutton	0402 377 601
<i>Nelma G</i>	Philip Myer & Mary Anne Keady	0407 822 319

	Suzanne Crowley	0421 013 169
	Carlos, Kerry & Alessandro Plottier	0412 713 220
<i>Meltemi</i>	Ian Howarth & Lynette Boulton	040 7822 319
<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640

Introducing new members

Ian Howarth and Lynette Boulton, *Meltemi* SYC

Cruising as a way of life.

I gave up ocean racing a few years ago after many cold and wet Bass Strait crossings plus a heap of other races.

For background I have completed around 120 Bass Strait crossings and Lyn is up to about a dozen. My first ocean race was the Golden Fleece Great Circle Race in January 1977 which was a lap of Tasmania from Melbourne.

Numerous Sydney to Hobart, Melbourne to Hobart and cross Bass Strait races have followed since then.

But I gave up ocean racing a few years ago, although you never quite get racing out of your system and Lynette Boulton and I bought *Meltemi* in 2011 as a boat which would go well around the sticks but be comfortable for two as a cruising boat.

Meltemi is a Wauquiez Centurion 40s – hugely popular in Europe but very rare in Australia – so popular that a new model was released in 2016.

Since owning *Meltemi* Lyn and I have cruised extensively along the east coast of Australia between Sydney and Hobart, mostly two handed but sometimes with one or two crew made up of friends and various children.

In 2020 we planned to cruise out to New Caledonia and Vanuatu before Covid 19 got in the way. But back in 2011 when we bought the boat we had to learn how to sail her.

So, to learn how to use the boat, we spent a couple of seasons racing around the sticks at Sandringham Yacht Club with some success.

In 2013 we sailed for a year in Hobart winning our division in the Bellerive Crown series regatta. Fast forward to mid-2016 and the launch of the Melbourne to Osaka Race.

Lyn and I had long held vaguely formed plans to go cruising and avoid Melbourne's winters.

The concept promoted in all the brochures of snorkelling on coral reefs and lying on white sandy beaches fringed by coconut palms is very appealing, but finding the right catalyst to give up the working life and just go sailing was a bit elusive.

Then along came the Melbourne to Osaka race where I was a member of the 2018 event organising committee.

That race promised a long Pacific cruise afterwards, so we began the long list of preparations necessary to give *Meltemi* the capacity to reach Osaka safely, but then have the necessary equipment to make a lengthy cruise around the Pacific comfortable and safe.

The work started with a long list which seemed to be getting longer regardless of how many jobs were ticked off.

The engine had already been completely overhauled so the first big job was to remove the mast and replace the wire rigging.

While the mast was out, we also opted to replace all the electrical components and wiring in the mast and replace all the electronics, including installing LED lighting on all mast lights.

Internally we also replaced the ten-year-old wind and navigation instruments with modern, touch screen, digital instruments.

Long discussions about the racecourse and the necessary sail plan have also resulted in significant changes to *Meltemi's* rig.

To make the boat easier for two people to handle we opted to install a short bowsprit to allow for the deployment of asymmetrical headsails and spinnaker.

This allows us to take greater advantage of reaching conditions and reduce the necessity for tiring and time-consuming headsail changes.

After all, says Lyn, we are supposed to be cruising.

This sail plan also makes it far easier for Lyn to physically handle the sails with furlers on the headsails and a snuffer on the big new spinnaker.

While the mast was being re-rigged we installed an inner forestay which carries the storm jib/stay sail.

Another major issue was electrical power and water management.

This has resulted in the installation of solar panels and lithium batteries and a portable water maker. The use of Lithium Ferrous (LiFe) storage batteries instead of deep cycle AGM lead acid batteries saved around 150 kg in weight.

As part of the fuel management system a second fuel tank/bladder was installed.

Wine bladders find a home somewhere.

In 2018, after recovering from back problems we headed north for a couple of seasons doing Airlie and Magnetic Island race weeks.

Then we planned the New Caledonia trip but with the issues around Covid we eventually headed south for the more familiar waters of Tasmania. Now we plan to stay having bought a new home.

Lyn is an equal partner in the boat and in all the sailing issues.

As they say, I am the skipper but she is in charge.

We look forward to many more adventures cruising in Tasmania.



Mick Hawes, *Sant'ana*

I started sailing at Kingston Beach Yacht Club at the age of nine. I moved to Sydney and had a Thunderbird in Sydney harbour then moved back to Tasmania in the early 90's where I started sailing trailables and keel boats.

Along the way I have competed in many states and nationals in various classes (won a few). I have also competed in many offshore events including the Sydney to Hobart.

In the late nineties we had a Huon pine motor launch called *Shalimar* that was used as an office in the city as well as a family cruiser.

She was sold in the early 2000's. We were boatless until this time last year when we purchased "*Katmai*," a Beneteau First 51 that came from Alaska.

In the last few weeks we have sold the yacht and moved to a Meridian 411 Flybridge motor cruiser, *Sant Ana*, which is at the Oyster cove marina. I'm looking forward to enjoying many cruises on her.

I still currently race yachts: I'm crewing on a Melges 24 out of Kettering and a Cookson 12 out of the DSS.

Julie Cassar

Mick has already mentioned the various boats we've owned together in our 38 years together.

I'd rather to be on a motor boat than sailing and dealing with the weather conditions & the discomfort that can go with that so glad we now have the Meridian boat *Santa Ana*.

I will be doing the Motor Boat course at the DSS on Oct 20 & am looking forward to being a part of the CYCT & meeting up with fellow boaties.

Women on Boats report – Bev Hitchens

**WOB Report Sept 20th Meeting**

Many thanks to the throng who came along to hear Val Nicholl's energetic delivery concerning good boat-handling and berthing practices, with the focus on single-handed operation. The presentation was well supported by a detailed Power Point delivery, which is now available in the Document Library on the Club website.

The discussion commenced with "Know Your Boat", e.g. hull shape, pivot point, prop direction, prop walk, turning arc (tiller vs wheel), and knowing the momentum of your boat under different conditions, and progressed to "Basic Manoeuvres": making turns, including tight or standing turns,

slow speed control, shifting gears, and the importance of establishing visual references. The importance of a pre-docking plan was emphasised, but it was also noted that one can abort and start again ego notwithstanding.

Many thanks to Val for her generous gift of time and experiences shared.

We adjourned to “The Shipwright’s Arms” Battery Point, where a hearty meal (and the odd wine) was enjoyed.

I look forward to seeing all you WOBers at the next meeting when we will be enjoying group discussions of various challenging boating scenarios, some, or all, of which you may have encountered.

Opening Day report – Mark Stephenson

Combined Clubs Opening Day

My day started with a dog walk on the Short Beach at Sandy Bay, where I looked out toward the moored boats and thought, I can’t see anything! How can I manoeuvre through the Opening Day sailpast not being able to see a thing in front of me? I had been in touch with the organisers asking, because the forecast had not been good over the week in advance, if the Governor was expected to stand in the rain acknowledging boats as they sail past, to the detriment of her health? I was advised there was no precedent for the event being cancelled because of rain, only for strong winds. I did wonder.

Oddly enough the weather seemed to clear late morning and we ventured out at about 1230 hours and motored around the Derwent noting that we could see clearly now the rain had stopped. There were still a few boats around but I would guess less than half as many as usual. In the sailpast I spotted Club boats *Duet*, *Dalliance*, *Juliet*, *Gypsea*, *Serenity*, *Rhona H*, *Innishfree* and *Lalaguli*

The sailpast started at 1400 hours, with various groups of boats heading through at 5 minute intervals. The CYCT was scheduled for 1425, and this became the biggest challenge of the day, as the CYCT lead boat, to be at the start line at 1425. With a 10kt southerly wind and a moderate chop I started heading for the start boat but realised I was going to be too early. Seeing boats lining up ahead and behind me there was little room for movement. After a dog leg slightly SE to give me a bit more time, I discovered I was then short of time and had to accept I would be 2 minutes late for the CYCT start. It didn’t really matter as there were boats from a variety of clubs travelling with us!

I recall having *Dalliance* and *Juliet* behind *Crown Venture* while *Rhona H*, looking magnificent under full sail, was approaching quickly on a beam reach heading into the turn point in Sullivans Cove. Under full control, she headed about and we all passed the Guv’nor. I saluted and got a wave back. Julie on *Rhona H* called for Three Cheers for the Governor, a tall ship thing that is done I’m told. *Crown Venture* headed back to her berth at the DSS just before the rain came. We got our lines secure, the covers down, fly bridge equipment covered and headed inside to the heated saloon, lunch and a scotch to warm our souls. I noted a few boats anchored off Nutgrove Beach for the traditional rendezvous - disappearing into the increasing mist.

Yes, an interesting day afloat and despite the weather, with the skipper steering from the open fly bridge with 3 layers of clothes on along with spray jacket and gloves, he did enjoy himself!



Opening Day

Weekend cruise to Adventure Bay report – Tracey Taylor



Weekend cruise to Adventure Bay / strong wind warnings! / Missionaries? / Duckpond

Well the first CYCT cruise in Spring proved a challenge to hold “true to course”. With 10 vessels registered initially, 4 read the weather and as we came closer to departure day, decided it was not a goer. As the NW winds kicked up slightly and wind warnings were issued, a change of destination & anchorage was named. The Saturday dawned sunnier than expected but people were holding their position, awaiting the next BOM update. The DSS Pipe Opener was delayed due to prevailing conditions at Kettering and it was

decided to position the 5 remaining vessels in the Duckpond for an easier exit on Sunday, with strong winds from the NW predicted. One vessel decided, prudently, to stay in Hobart on Saturday morning, taking note of the weather sked, (strong wind warnings and severe weather warnings are not encouraging for a maiden, shakedown cruise !) while another remained in Kettering. Leaving *Dalliance*, *Gradiva*, *Sequoia* and *Stella* to make their way to rendezvous in the safety and relative calm of the Duckpond. Not surprisingly, there weren't many other vessels who had ventured out, so we had the anchorage to ourselves.

The afternoon calmed slightly, the Pipe Opener continued, while we toasted the spring weather with shared sundowners aboard *Stella*. A pleasant gathering ensued, with some plans made to share time aboard *Dalliance* on Sunday. *Sequoia* departed for home mid Sunday afternoon, with Skipper David, looking forward to trialling the new engine against the stiff NW. Apparently never missing a beat, even with 35 knots on the nose, departing Barnes Bay, the home run for *Sequoia* went smoothly. Thanks to all skippers and crew who braved the tumultuous conditions to enjoy another great CYCT cruise.

We look forward to another opportunity to aim for an Adventure Bay cruise. Perhaps next time, swimming may be on the agenda, instead of beanies and gloves!!

Adventure Bay cruise



Scott and Rachel



Andrew, Barry and David (sitting)

Cruising the Furneaux Group – Scott Poulter

This is an invitation to join the Furneaux Group cruise during February 2022. This is one of our favourite cruising destinations with the rugged backdrop of Mount Kerford, the Strzeleckie Peaks, Mount Leventhorp and Mount Killiecrankie, glorious white sandy beaches, a multitude of islands, beautiful diving, great fishing and friendly locals.

As your cruise contacts, Scott & Rachel Poulter, scottbrian@me.com, 0419 513 983, on board *Gradiva*, we look forward to the company of you and your vessel on this cruise. We have visited the area on seven occasions and experienced a number of the many glorious anchorages. We have anchored in those notated with (*) and sat out stronger winds in those notated with (^). I am confident that other members who plan to participate will contribute to the pool of experience

we can draw on. We are excited to revisit our favourite anchorages and explore new anchorages with the company of a CYCT fleet.

To allow you some time to read the relevant pages of your cruising guides, study the charts, get comfortable with the distances, ask questions and build the excitement we have prepared **one possible** outline itinerary for the cruise. This is one of many possible itineraries, as our overarching philosophy is to let the weather and the forecast decide the final itinerary. The target departure date is **Monday 31st January 2022**.

Dennes Point to Freycinet Peninsula – 73 nm (98nm via Cape Raoul)

Freycinet Peninsula has protection from most weather in beautiful anchorages^{*^} and therefore presents the perfect location for the fleet to rendezvous and await an appropriate weather window for the trip north. This approach allows some individual flexibility on anchorages, route and departure date for this leg. At this stage we propose that the fleet rendezvous at Bryans Corner^{*^} by **Thursday 3rd February** ready for departure the following day. This date and anchorage will be finalised prior to departure. It is likely that most of the fleet will travel together to Freycinet. However, Rachel and I on *Gradiva* are likely to travel via Cape Raoul due to our draft of 2.2m. Anyone is welcome to join us. The likely timing for this leg is **four days**

Freycinet to Eddystone Point – 74nm

Good anchorages along this section of coast are few and far between and all are affected by NE-S swell when present. Westerly weather typically results in variable winds on this coast, while anything sustained from the NE-S results in swell. Sea breezes are likely in the afternoon in warmer weather. Anchorages include, Waubs Bay (Bicheno) SSE-W, Long Point* W-N, St Helens Island N-NE, Skeleton Bay SSE-W, Cosy Corner^{*^} SW-NW. We will try and break this passage into two legs both north bound and south bound, stopping at Waubs bay on the way north and Long point on the way south. However, it may be necessary to complete this passage in a single day. The northern side of Eddystone Point* has good anchorage for SSE-WNW with some protection from S-SE swell and we plan to anchor here on the way north and south if suitable. This anchorage should be approached with a very cautious eye out for a proliferation of cray pots. Likely timing is two days plus one day for weather = **three days**. (This passage can be done in one day if required)

NE / Furneaux Group Wind & Weather

February and March are the most settled months in the Furneaux Group with a mixture of westerly, calms and easterly winds depending on the positioning of the high. In Banks Strait easterlies tend more south east and in the north, easterlies tend more north east. Winds in Banks Strait are often accelerated due to the “corner effect” of the Tasmanian mainland. Both Banks Strait and Franklin Sound may also be further accelerated in both westerly and easterly winds, due to topographical effects funnelling wind through these areas. Strzelecki Peaks at 756m on the SW end of Flinders Island and Mount Kerford at 503m on the SE corner of Cape Barren Island, which contribute to the funnelling, may also sometimes draw down very gusty winds from higher altitudes to adjacent anchorages.

Eddystone Point to Cape Barren – 37nm

This passage runs north south across the eastern extremity of Banks Strait resulting in some carryover of sea state and with significant (1.5 to 2kn) tidal flows as you close Cape Barren, ebbing to the NE. Anchorages include Jamieson Bay to the south of the Cape with Burgess Bay and

Harleys Point to the north of the cape depending on the wind, all affected by E swell. Likely timing is **one day**.



Mount Killiecrankie

East Coast, Cape Barren to Babel Island – 30nm

A 30nm passage from Burgess Bay north past Vansittart shoals takes you to the lovely Babel Island. Poor quality charting around Babel Island must be considered.

Conversely, the area is well covered by the cruising guides and Google Earth. At Babel Island there are anchorages that offer

shelter from most wind directions, however easterly weather, past and present, will bring swell into play. Anchorages include: off the beach south of Sellars Point* SW-NW, south east beach Babel Is NW-NE, Cat & Stonehouse Island N-NE, Holloways E-SSW and West Beach E-SW. Likely timing is one day passage to Babel Island plus one day anchored at Babel Island = **two days**.

North Coast, Babel Island to Roydon Island – 44nm

From Babel Island the coast heads NW along Foochow beach for 24nm with tidal flow flooding into Bass Strait, increasing significantly, as you approach the northern tip of Flinders Island at Stanley Point. From Stanley Point the coast heads 15nm roughly SW to Cape Frankland and a further 5nm SE to Roydon Island with very strong tidal flow, generating overfalls, through Sisters Passage to Blyth Point and strong tidal currents flooding SW through to Roydon Island. Anchorages include Holloway Point SW-W, House Bay on Inner Sister Is. NW-NE, Blyth Bay Palana SE-SW, Killiecrankie Bay* E-SE and Roydon Island* SW-N-E. There are also several anchorages at Outer Sister Island. With the exception of Roydon Island, all of these anchorages are only approached via areas of strong to very strong tidal flow and therefore a stable and light weather pattern is preferred for this section and travelling with the tidal flow is recommended. I have put in an order for light SE on the front edge of an approaching high to the SW!!! Weather permitting, the preferred timing would include three days of sailing with anchorages at Blyth Bay or Inner Sister Island, Killiecrankie Bay* and then the security of Roydon Island*^A. Roydon Island is a particularly good anchorage with protection from all but stronger SE to SW. The likely timing for this leg is **three days**. (This passage can be done in one day if required)

West Coast, Roydon Island to Thunder & Lightning Bay – 35nm

The west coast of the Furneaux group, from Roydon Island to Thunder and Lightning Bay, has less tidal flow, less swell and offers a multitude of beautiful anchorages suitable for most conditions. Some anchorages require care and caution when anchoring due to weed. However, suitable

anchorage can generally be found. Anchorages include Roydon Island*[^] SW-N-E, Marshall Beach/Rock*[^] NE-SE, Port Davies* E-SW, Settlement Point N-E, Spit Point & Peacock Bay*[^] Prime Seal Island SW-N, Laughtons Beach East Kangaroo Island SW-NW & Front Bay* East Kangaroo Island NW-NE, North Trouser Point SE-S & South Trouser Point*[^] N-E, North Badger Island SE-SW & Lucy Point Badger Island* SW-NW, Thunder & Lightning Bay*[^] NW-ESE and Key Island Bay*[^] NW-SSE. Weather permitting, the likely timing in this area is **five days**.



Roydon Island



East Kangaroo Island

Lady Barron, Franklin Sound & Adelaide Bay – 25nm



Trouser Bay

Franklin Sound separates Flinders Island from Cape Barren Island and provides access to the main port of Lady Barron where fuel can be arranged, water is available at the jetty and the very hospitable Furneaux Tavern overlooks the jetty and anchorage in Adelaide Bay. Unfortunately, the tidal flow, flooding to the west, runs to 2-3 knots through Franklin Sound, Adelaide Bay, the jetty*[^] and the anchorage. Passage with the tide is preferred with wind over tide to be avoided in stronger winds. Franklin Sound has many shallows and islands to negotiate making it a 17nm trip to Lady Barron from the west. The anchorage at Adelaide Bay is probably

best avoided except in northerly winds due severe wind over tide effects and poor holding. The jetty, where I have spent a few nights strung between two fingers with no great desire to return, is unsafe in any significant wind over tide. There are two MAST moorings which probably present the best option for anyone needing supplies or keen to explore, if they are available. Lady Barron can be accessed from the east via a 10nm passage across the bar south of Pot Boil shoal. This bar is dangerous in easterly weather and/or swell with an easterly component. Anyone wishing to visit Lady Barron should take a side trip from the west coast and re-join the fleet on the west coast before we move on.

Armstrong Channel - 15nm

Armstrong Channel separates Cape Barren Island from Clarke Island. The channel has very strong tidal flows with rips and overfalls. There are a number of anchorages including Horseshoe Bay S-NW, Hamilton Roads SW-NW, Maclaines Bay E-S, Battery Bay* N-ESE, Kangaroo Bay E-W and Kent Bay* W-E. However, most have poor holding and it is important to find the sandy patches. The area is best visited in light and stable weather in daylight. The channel presents an interesting shortcut between the Cape Barren area and Thunder & Lightning Bay at slack water or with the tidal flow which floods to the west. At this stage we are not planning to transit the Armstrong Channel.



Thunder & Lightning Bay

Banks Strait, Thunder and Lightning Bay to Eddystone Point – 43nm

The tidal flow rates increase to very strong (3-5kn), flooding west, as you head south past Thunder and Lightning Bay and into Banks Strait, particularly near points and capes. Wind over tide creates seas in Banks Strait that are very short and sharp and therefore best avoided in all but light breezes. Passages are best made with both the tide and wind. Thunder and Lightning Bay and Key Island Bay are excellent anchorages with great beaches, beautiful boulders, and good holding, to shelter from NW through N to ESE while waiting for the right weather and tide to transit Banks Strait. There are a number of anchorages along the way through Banks Strait including West Bay on Preservation Island N-SE, on Clarke Island, Spike Cove N-SSE, Rebecca Bay WNW-ENE, Moriarty Bay NW-S, and Swan Island NW-N which should **all** be considered fair weather anchorages due to the close proximity of very strong tidal flows, rocks and shoals. There are two good anchorages on mainland Tasmania at either end of Banks Strait, Foster Inlet N-E-S and Great Musselroe Bay*^ SE-W. Weather permitting the plan is to wait for settled weather from the NE, at Thunder & Lightning Bay, passage with the tide to Spike Cove for a night 9nm, then Rebecca Bay for a night 5nm (or Great Musselroe bay 21nm), and then Eddystone point* 32nm as the wind goes into the

west. The passage from Great Musselroe Bay to Eddystone point often has many cray pots to avoid. Likely timing for this leg is **three days**. (This passage can be done in one day)

Return Passage 147nm (172nm via Cape Raoul)

The return passage from Eddystone Point is described above and the likely timing = **five days**. This gives a total of 27 days for the cruise arriving back to Dennes point around **Friday 25th February**.

As previously stated, our over-arching philosophy is to let the weather and the forecast decide the final itinerary. However, we are confident that 26 days is a realistic and achievable goal. For those taking holidays from work, the weekends at either end allow additional flexibility.

Please let us know by email or give us a call if you are interested in joining the fleet (no commitment required). Preferably before Christmas. Cruise Contact: Scott & Rachel Poulter, scottbrian@me.com, 0419 513 983



Lucy Point, Badger Island

Quiz

1. At night, a vessel is displaying two red lights in a vertical line as well as her sidelights and a stern light. She is:
 - a) Engaged in underwater operations
 - b) Engaged in towing
 - c) Constrained by draught
 - d) Not under command
2. A vessel displaying 3 black balls in a vertical line is:
 - a) Aground
 - b) Not under command

- c) Constrained by draught
 - d) Restricted in ability to manoeuvre
3. You are in a power-driven vessel. If another power-driven vessel approaches you on your starboard side, you are required to:
- a) Alter course to port
 - b) Alter course to starboard
 - c) Stop or slow down
 - d) Give way
4. What are the code words for the letters: C, J, P, U and Y?
5. The part of the anchor between the anchor ring and the crown is the:
- a) Stock
 - b) Fluke
 - c) Shank
 - d) Arm
6. (This question is reprinted from last month)
- A submarine cable fouled in a vessel's anchor may be freed by
- i. Cutting it
 - ii. Steaming up and down
 - iii. Steaming in a circle
 - iv. Sacrificing the anchor

Is the correct answer: a) All except i, b) All except ii, c) All except iii, d) All except iv ?

Answers page 32

Sailing to Lord Howe Island – Chris Brearley

I am not sure when we made the decision, though it certainly was made as I had started to search the net for information. Yes, we were going to attempt to sail to Lord Howe Island.

Our trip to date had been solely focused on reaching the next destination and once we had our fill of that destination, then deciding where next? I do recall being approximately 15nm south of Port Hacking Point, looking at the full moon and being so pleased with the forecast 10kn breeze and how well we were sailing with yankee, staysail, main and mizzen set. I was thinking that sailing to LHI might be like this when the wind suddenly increased to 20-25kn, without notice, and we were sailing along rather briskly!

We love to plan so lists were made, dates penciled in, contact with the LHI Board was made and then the cruise plan became more realistic.

My search on the internet led me to a contact in Sydney. We had come alongside at the Cronulla Marina, due to gas problems. Not mine or Joanne's, rather the oven's. It required a two day stay, which was fantastic; the beach, the barber, the RSL, the laundry man who washed our clothes, all the boat-life treats! Well, that's a story for another day. What we were able to do was to make a time to meet Denis somewhere in Sydney. Let me know when you are in and we can work it out, he told me.

We have a quiet, peaceful life in Barnes Bay, and the previous times that we have been able to sail our own yacht into Sydney Harbour, we have absolutely loved being there. The coastal scenery, the traffic, the navigational aids, the bridge and on it goes. We especially enjoy dropping the anchor in Black Wattle Bay. We love its location in central Sydney, the pleasures of wandering around Glebe's back streets, Glebe Point Road with all its attractions. I had only just attached the snubber when Denis called, "I can see you on AIS, we are 10 minutes walk away, let's catch up". Listening to Denis was terrific. He has sailed to Lord Howe eight times and was a mine of information. He suggested adding several pieces of equipment which he had found valuable, and so did we:

A Jon-Buoy Recovery Module.

A stand alone hard case module that is a replacement for one traditional Dan buoy horseshoe drogue, light and whistle. Of course it needed a stanchion mount, stanchion, stainless steel tube and fittings for it to be mounted securely. That also meant replacing the deteriorating plastic coated corroded safety lines with the dynema I had brought along specifically for that task. I have yet to come across a ten minute job on board.

RescueME AIS MOB and PLB.

Devices needed to be registered etc and we all had to be familiar with the operation of all new rescue devices. Once that was completed they were attached to each other and then attached to a snap shackle so that it could be easily moved from one life jacket to another. The person on watch always wore the devices and I had my own as I was the one who went on deck, tethered, to attend to sail changes, loose ropes etc..

IridiumGo and Predict Wind/ Offshore.

We do not have an HF radio and Denis stressed how important having up-to-date weather information would be so, after looking at a number of solutions, we decided to purchase an IridiumGo unit and Predict Wind subscription.

This required installation and while it was not difficult to understand what went where, it all took time to run cables and ensure that all was neat and tidy. It is one of the jobs where there is little VP, i.e. little visual progress as 90% of the work is hidden behind panels, cupboards, and bunks.

Our experience of the Predict Wind team in New Zealand was excellent, their support was invaluable in helping us to iron out some of the issues we found with the marketing hype of Iridium versus the actual functionality and performance of the satellite communications service that

Iridium actually delivers! However the weather downloads using Predict Winds “Offshore” app were invaluable.

Our application for a mooring needed to be approved and once that was done, we were able to attend to the biosecurity requirements. At the time, LHI was experiencing a rat infestation



challenge. As a result, and correctly so, requirement for visiting yachts has been ramped up. Specifically for the control of rats that may be on board, we needed to provide evidence of two set rat traps, two rat bating stations which needed to be of a type recommended by the LHI Board, and rat guards on all mooring lines. These ended up being plastic plates with a hole slightly larger than our mooring lines and secured appropriately in position. These were suitable and at a fraction of the cost of commercial rat guards.

We made our way to Newcastle and took on board fuel, water, stores and crew. Inductions were needed so that everyone was familiar with the safety and navigational equipment and its usage. Standing orders were written and explained. Watches organised and log entries clarified and altered when suggestions were made to improve the information that was being collated. Safety drills are very important with people who are not familiar with the vessel and take as long as needed.

Finally, we threw lines and had a good sail for most of the way to Broughton Island. Once there, we dropped anchor. After resetting in a more appropriate location, we stopped for the evening. Using IridiumGo and Predict Wind/Offshore, the weather window looked within our parameters for a departure the following day.

Engine running, instruments on, everything stowed so let's weigh anchor and go. Sounds good though the windlass decided it was not participating and so we hauled the anchor by hand. We had a mooring at LHI and I would have to work out what to do with the windlass later!

Part of watch-keeping duties involves an hourly log update. Its value goes far beyond giving the watch keeper something to do. During our delivery trip from Queensland several years ago, we had an unknown burst seawater pipe, resulting in a bilge with a rising seawater level, a bilge pump struggling to keep up and a skipper grateful that the hourly engine room check brought it to his attention! It's great to be able to look back though the log book and follow the recorded developing wind shifts and barometric pressures in relation to approaching fronts, sail combinations/boat speed in relation to sea state and other objective information i.e. engine temperatures and pressures.

The 381nm journey out was a motor/sail for the 70 hours it took for us from Broughton Island to securing ourselves to the allotted mooring. The winds ranging from 5-30kn and from all points of the compass. Seas were varied, and the constant "threat" to boat speed was the ever changing currents that were never really in our favour. This was interesting to observe as most current predictions were not what we were experiencing on the water.

About 60 nm into our passage, lightning storms developed on the horizon, then surrounded us, travelling with us and provided some interesting conversation at 0200 as a plan was put in place in the event that we actually had lightning strikes near Tere. Not having to contend with lightning previously, we had omitted to read up about the lightning risk index CAPE, so whilst the Predict Wind / Offshore gave us CAPE forecasts, we did not know whether a forecast of 700 was good or bad! This would have been a good time for IridiumGo "unlimited data" internet to have lived up to its marketing hype but as download speeds are equivalent to a dial-up modem of 30 years ago we put our thinking caps on instead.

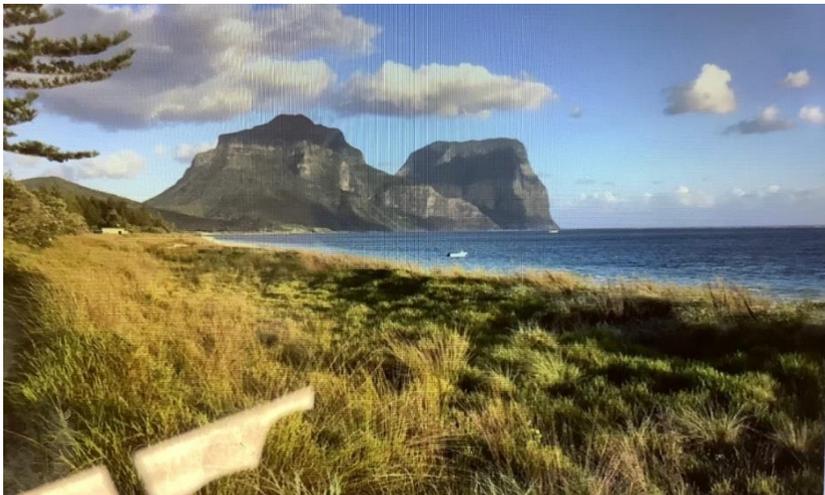
I was pleased with the strategy that was agreed upon which was, in the event of near activity, to shut down all electrics and engine, isolate the batteries, disconnect the VHF antennae and have a cup of tea. Subsequent conversations with those more experienced than me suggested ensuring that the unplugged VHF antennae was moved well clear of the VHF splitter and wrapping the end of the cable with a cloth.

Fifty-six hours after departure we saw the magnificent towering Balls Pyramid and Mount Gower as the sun rose and as per arrival arrangements, we contacted Port Control when 10nm from the island, who instructed us to stand by for two hours and await further instructions once we reached our entry location to the lagoon. As that time was reached, Port Control had us in their sights and gave excellent directions at all times until we were secure at the allotted mooring. It was a very professional service.

And there we were, in Comet's Hole, ready to relax and explore.

Footnote: It is worth mentioning to those considering the voyage to know that Lord Howe is on Lord Howe Standard Time, which can vary from NSW mainland time, and as the tides into the reef can run shallow, it is advisable to double check the tides. Port Control only operates during daylight hours for entry and exit and there are few options for anchoring outside the reef, so timing arrival is important. Moorings are allocated by Ports in advance, depending on draft and it

should also be noted that not all vessels are able to get to the jetty should refuelling be required. So a “plan B” fuel strategy is advisable.



CYCT moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third-party liability.

The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.

North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres.

It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain. Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 6 July, 2019.

North Simmonds Bay, Bruny Island Number 2 - 7786.

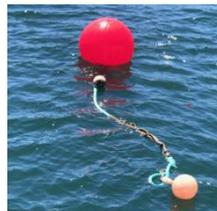
Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres.

It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

This mooring was last serviced in January 2019.

(NOTE – Permitted length of vessel for this mooring is now 17m)





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Royal Life Saving is offering *discounted* CPR, First Aid, Bronze Medallion, Pool Lifeguard and Swim Teacher training to Members and Friends of CYCT.

CYCT members receive 50% discount on any RLS course in 2021.

Family or Friends will receive 20% discount on any RLS course in 2021.

For more details visit: <https://tas.training.royallifesaving.com.au/>

General Meeting minutes, Tuesday 5th October 2021

1. Opening

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

2. Rear Commodore

The Commodore introduced guest speakers Matt Wardell & Gill Richards

Topic: Re-building the Port Esperance Sailing Club clubhouse. Currently awaiting construction permit from building surveyor which should take approximately 4 weeks. All going to plan, construction should start March next year with an estimated 9 months to build. Visiting CYCT members will be welcome to use the facilities. In 2020 CYCT offered PESC conditional financial support \$10,000 to help the rebuild. The floor was opened for discussion on how to honour CYCT for their contribution. David Bowker took a vote from the floor and the majority preference was for a plaque to be located by the open fireplace.

The guest speakers were thanked and presented with a gift.

3. Secretary

Attendees and Apologies

Reminded people to sign the attendance sheet.

Apologies:

Barbara Weetman, Julie Macdonald

Electronic: James Burbury & Mary Brownell, Callum & Alexandra Macaskill, Suzanne Crowley, Mike & Sue Powell, Erika Shankley & Chris Creese, Paul and Rosemary Kerrison

There were 42 Club members in attendance plus 1 guest and 13 apologies.

Phillip Kimber introduced his brother Marshall as a guest to the meeting.

Minutes of the last General Meeting (7 September 2021)

Motion -That the minutes of the previous General Meeting held on 7 September 2021, as published in the *Albatross*, be signed as a true and accurate record of the meeting

Proposed: Allison Peacock Seconder: David Bowker Carried
Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes

Nil

4. Membership Officer

The Membership Officer, Scott Poulter, introduced the following new members to the Club and they received their burgee from the Commodore, Val Nicholls:

John Braakhuis & June Hutton, *Gypsea*

Tanya Ronaldson & Trevor Thrane, *50 50*

Carlos Plottier, (Kerry & Alessandro Plottier were not in attendance), *No Boat*

Ian Howarth & Lynette Boulton, *Meltimi*

Members were asked, if they are not receiving club emails, to log on and check their privacy settings on their web site.

5. Vice Commodore

Report from Mark Stephenson

What happened during the month of September:

- Maritime market place – attended by 23 vendors and an estimated 100 customers. The day was deemed successful.
- Weekend to Adventure Bay became a sojourn to the Duckpond.
- Opening Day weekend turned out to be in unfavourable weather, but it did clear for a short time. 8 CYCT boats participated. Overall, the total fleet was smaller than usual due to weather.

What is coming up:

- 16 & 17 Oct safety day Barnes Bay or Quarantine Bay with Ian Johnson. Boats will practice: using heaving lines; MOB; towing; and numerous other rescues and manoeuvres. There will be a competition, the loser of which will be the MOB volunteer. Due to the arrival of *Nuyina* the start will be delayed until 1:30
- 16 October Welcome the new Antarctic Division vessel *Nuyina*
- 21 October – Four day cruise to Great Taylors Bay

6. Commodore

Val Nicholls introduced Daphne the Defib and acknowledged the generous donation of a new cover from the Royal Lifesaving Society. The Society has also provided information

offering discounted courses to members & friends. More details will be published in *Albatross*.

The committee decided at their previous meeting that Daphne should attend multi day trips on cruise contact's boat.

General business:

Val Nicholls addressed the Motion on travel reimbursements tabled at the last General Meeting. Even with several members of the Committee directly affected by this motion (coming from further than 50 km), the Committee members, unanimously, have considered that such motion should not be implemented at all. They insisted on the volunteering nature of the positions and that to implement such motion could lead potentially to arguments and tensions. Furthermore, the change of the schedule of the Committee meeting to be prior to the General Meeting from the 5th October 2021 will remove a lot of travel for the Committee members.

New Members' Cruise. the permit application has been submitted and we are awaiting approval.

The December General Meeting will again be held at TasMaritime and comes with a preliminary weather warning.

Women on Boats

Bev Hitchens reported on the last meeting in which Val Nicholls presented "How to ease berthing pain" This presentation is available online.

Kelly Woodward will be contacting new members to provide information on WOB.

Attendees are still welcome for the Sail away on 27 & 28th November.

Julie Porter discussed the Rhona H safety sail on 7th November - 16 guest spots on board for drills & manoeuvres, pointing out that their MOB uses a danbuoy, NOT a "volunteer". Some first aid is also covered. The cost for the day is \$80 which includes a first aid kit & afternoon tea. (By using the code RACT10 there is a 10% discount). She also informed us that the day includes the use of flares. MAST will issue a Notice to Mariners pertaining to this.

7. Other Business

Nil

8. Next Meeting

Tuesday 2 November 2021 commencing 7:30pm at the RYCT

9. Close

Members were invited to socialise downstairs at the bar

Meeting closed at 8:50pm

Members' Buy and Sell

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



Member seeking to upgrade winches with self-tailing winches. Must be in good working order.
Please phone Rupert Maclean on 0478 655 335

CYCT Members Buyers' Group.

Steadfast Insurance Brokers	David Page. 62313360
R & J Batteries	Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; just present your Club membership badge to receive best prices.

Gondolier: An infectious disease caused by having intimate relationships with Venetian boatmen



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Answers to the quiz.

1 (d), 2 (a), 3 (d), 4 – Charlie, Juliet, papa, uniform, yankee, 5(c), 6 (a)

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



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This vessel offers all the crew comforts and is equipped to blue water cruising standards having made the voyage between Tasmania and Morton Bay, Queensland several times and has cruised extensively in Tasmanian and Queensland waters. She has been well-maintained and presents in very good condition. She is ready to go to sea when you are.



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