

# Albatross

Volume 48 No 3 April 2022



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

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

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**Life Members**

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

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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 16<sup>th</sup> (there is no *Albatross* in January)

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Cover page photo: *Aziza is the pot of gold at the end of the rainbow.* Image by Dinah Jones.

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**Table of Contents**


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<b>Table of Contents .....</b>	<b>1</b>
<b>Editorial .....</b>	<b>3</b>
<b>CYCT Calendar .... Check the website for more details .....</b>	<b>4</b>
<b>Commodore's report – Val Nicholls.....</b>	<b>5</b>
<b>Vice Commodore's report – Mark Stephenson .....</b>	<b>6</b>
<b>Rear Commodore's report – David Bowker.....</b>	<b>7</b>
<b>Membership Officer's report – Scott Poulter .....</b>	<b>7</b>
<b>Applications for membership and provisional members .....</b>	<b>8</b>
<b>New Member directory from November 2021 – Scott Poulter.....</b>	<b>8</b>
<b>South East &amp; East Coast cruise, Feb 12-26 – Helen Bridgland .....</b>	<b>9</b>
<b>Furneaux Group cruise – Scott Poulter .....</b>	<b>12</b>
<b>Norfolk Bay cruise – Julie Macdonald .....</b>	<b>15</b>
<b>The Sounds slaughterhouse – Julie Macdonald.....</b>	<b>17</b>
<b>Quiz .....</b>	<b>18</b>
<b>Maria Island challenge – Jean Pierre and Mireille Corgnet .....</b>	<b>19</b>
<b>East Coast cruise – Tracey Taylor.....</b>	<b>24</b>
<b>General Meeting minutes, Tuesday 1st March, 2022.....</b>	<b>28</b>
<b>CYCT moorings .....</b>	<b>31</b>
<b>Members' Buy and Sell .....</b>	<b>32</b>

**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.**

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**Editorial – Julie Macdonald**


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A cautionary tale...

To cut a long story short, as result of water getting in the fuel, *Westerly* needed a new engine. A suitable reconditioned engine was located and installed. Sea trials were performed, final adjustments made and all was declared ready to go so, with a day to spare, we headed off to Norfolk Bay for the club cruise.

The skipper was very happy with the performance of the new engine and after 5 days cruising in Norfolk Bay, including several hours motoring, we returned to Bellerive for a few days to resupply and

prepare for our own cruise to south Bruny. Before heading out the skipper, doing his checks in the engine room, noticed that the engine had drained almost all the coolant from the overflow tank. Thinking (hoping) that an airlock in the heat exchanger pipes might be the cause and the liquid just needed to 'settle in' he topped up with spare coolant left by the mechanic. Our first stop was Barnes Bay where we checked the coolant level again – only to find pink liquid in the bilge and low level of coolant in the container.

A close inspection revealed that when the engine was warm a small but constant drip of coolant was being forced out under pressure via the radiator cap and dropping into the bilge. Also, the radiator cap did not feel as if it seated properly when screwed down.

By this time it was the weekend so no point ringing the mechanic. We continued our travels but kept the coolant levels topped up with tap water.

Finally on the Tuesday after the long weekend the skipper rang the mechanic to explain the problem and was told that they already knew that the radiator cap wasn't the original one for the engine so they would order in the correct cap. Hopefully that will fix the problem.

It would have been so easy to assume that all would be well, being a new engine – after all, you drive a new car out of the show room and don't look at the engine again until the wiper reservoir needs topping up. But it's never that simple on a boat and had the skipper not checked we could have run the engine dry and seized it.

The moral of the story is to check, check and check again.

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***Son of a gun***

A despicable or worthless person, usually male. Also an exclamation of surprise. Sometimes used to compliment or encourage.

This phrase originated in the British Royal Navy during the 1800's when naval officers were allowed to have their wives accompany them to sea and babies born aboard ship were delivered in the spaces between the broadside guns. The term applied to boys born at sea and was slightly contemptuous.

<https://www.gingersoftware.com/content/phrases/son-of-a-gun/>

<b>CYCT CALENDAR</b> .... Check the website for more details	
<b><u>April</u></b>	
Sat 2 <sup>nd</sup>	Donald Sutherland Memorial Navigation rally
Sun 3 <sup>rd</sup>	Club picnic lunch. Theme is 'Something Fishy'
Tue 5 <sup>th</sup>	4.30 Committee Meeting, 7.30 General Meeting
Sat 9 <sup>th</sup>	Autumn cruise to Dogshear Point
Wed 13 <sup>th</sup>	Bruny Island circumnavigation followed by the Tasman Peninsula circumnavigation.
<b><u>May</u></b>	
Tue 3 <sup>rd</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 7 <sup>th</sup>	WOB sailaway
Sat 21 <sup>st</sup>	Oyster clean up at Stockyard Point
<b><u>June</u></b>	
Tues 7 <sup>th</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 11 <sup>th</sup>	June long weekend in the Huon Valley
Sat 18 <sup>th</sup>	Dark MoFO in Constitution Dock
<b><u>July</u></b>	
Tue 5 <sup>th</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 16 <sup>th</sup>	Winter cruise, Barnes Bay

## Commodore's report – Val Nicholls



To my surprise I realise that it is exactly two years since Richard Taylor, CYCT Commodore at the time, wrote in his report of the recent outbreak of COVID and its profound impact on the club. In his words, the CYCT had been “completely stalled in functionality and purpose.” It seems such a long time ago. All power to us that we have weathered, hopefully, the worst of that storm and are again on course for enjoying our Cruise Calendar and gatherings for Committee and General Meetings. Now, if we could do something about those easterlies...!

In the past month a number of contentious marine related issues have landed in the CYCT mailbox. For example: concerns about fish farming and water quality from TAMP (Tasmanian Alliance for Marine Protection); Tasmanian Parks and Wildlife Service requesting comment on the proposed Future Recreation Management Plan for the Lower Gordon River; concerns raised about a lack of adequate lighting on fish farm edge beacons. Taking note of standards implemented by the US Coast Guard, MAST requests expressions of stakeholder support for their work, with WA, to formulate and submit a proposal to Standards Australia requesting that Australia develop its own National Standard (AS). Some, if not all, of these messages may have turned up in your own mailbox.

As a committee we endeavour to engage with and respond to the issues at hand. It is inevitably difficult to give full voice to the depth of experience and breadth of perspective of all our membership. In doing some background reading to one of the above I was awesomely underwhelmed by the lack of public response to a request for feedback on a plan on a water way management plan. Similarly, I was surprised that the concerns of those that did respond were documented and taken into consideration.

With this in mind I would like to encourage us all, yes me too, to take note of emails relating to the health of our rivers, lakes, seas and oceans, click the links and give it our consideration, and, if requested, our response. It is one of the ways we can give expression to the CYCT concept of stewardship of marine and coastal environments.

It has also been surprising to realise it is autumn. Thank goodness there seems to be no slowing up in our Calendar or participation. Please enjoy, in this issue, reading the stories of trips done and those coming up. Joining a Cruise is such a brilliant way to get to know other members, pick up tips and tricks, and of course relish travelling in company to new or old favourite destinations.

See you on the water!



## Vice Commodore's report – Mark Stephenson



Greetings from onboard *Crown Venture* after a long weekend cruise to Port Arthur, with 2 perfect sun filled days and one dismal wet and windy day. Good old Tassie weather! Judging by the number of boats leaving the DSS (where I keep my boat) on Friday there would have been a lot of boats out on the water enjoying our cruising grounds.

Speaking of weather, the east coast cruise suffered from far too much of the stuff. Departure was delayed by the strong

NE winds creating hazardous conditions at the Marion Narrows, tide times didn't match with bridge opening times, and the recurring strong winds made for some challenging conditions. My thanks to Tracey Taylor and Gordon Armstrong for taking on the Cruise Contact role at short notice. I've read on the Club Facebook page that, as usual, a good time was had by all and I look forward to reading the report in the next Albatross.

I have been impressed with stories coming from the SE and E coast cruise with John Bridgland and the Furneaux Cruise with Scott and Rachel Poulter. Lots of camaraderie and assistance amongst participants when things haven't gone as planned. Looking forward to reading up on these cruises. Not long to wait now for the annual Donald Sutherland Memorial Navigation Rally being held on Saturday 02 April. To be based in North West Bay this year, Derek and Marion Stoneman have put together a series of questions to get you looking, checking and navigating your way around for a few hours before we end up anchoring in Barnes Bay for the night. A staggered start will occur and a get together will be held after, subject to the weather.

Sunday at midday come ashore for the Club Picnic, a "Something Fishy" shared lunch on the northern beach in Quarantine Bay (subject to weather) which will be preceded by presenting the prizes for the Rally. Speaking of prizes, yes, there will be prizes! Not a prize for every entrant, but worthy enough to participate. Register now!

The next weekend of Saturday 09 April was to be a cruise to the Derwent Valley Festival - up river to New Norfolk. This Festival was cancelled, so the cruise was still planned but with a visit to the pub as the highlight. However, the Bridgewater Bridge has now been closed for maintenance, so these plans were scuppered. On offer now is a cruise up the Derwent River for a night at anchor at Dogshear Point, subject to the weather. We will miss out on the autumn colours in the upper reaches of the river but will still be able to have a good time.

Then we're off on another circumnavigation! Bruny Island and Tasman Peninsula, for 12 days from Wednesday 13 April, including the Easter and Anzac Day public holidays. I am hoping for more autumnal weather with easing winds to allow participants to see some rarely seen spots along the way in comfort rather than from only the tops of large swells as the boat is lifted up and down. This is the second cruise for this route this year and allows for Cloudy Bay, Adventure Bay, Port Arthur and Fortescue Bay to be visited before returning through the canal. Please register soon.

I am now thinking of the Cruise Calendar for the next year and would welcome feedback. Let me know what this year you liked, disliked, were interested in but the timing was wrong, what you'd like to see or what you would never do again. The final product will only be as good as the input received.

Fair winds!

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## Rear Commodore's report – David Bowker

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We have a change of speaker for April. We have been very lucky to get Mike Coffin who is Emeritus Professor, Institute for Marine and Antarctic Studies (IMAS). Scott has kindly agreed to delay his talk on "Coral reef cruising including the Great Barrier Reef" by a month but there will still be time to get up to the coral reefs after his talk.

Humpback whales feed mainly on krill and small fish, but how these 25,000 – 30,000 kg baleen cetaceans find sufficient food for sustenance without echolocation remains a mystery. Mike will describe an ongoing, multi-year, science-industry collaboration which is attempting to solve this conundrum by testing the hypothesis that an enigmatic organ beneath the lower jaw of humpbacks senses chemicals associated with plankton consumption. This presentation focuses on the inaugural collaborative expedition to the Antarctic Peninsula in March 2019.

Please note that this meeting will not be live streamed or recorded.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT is offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6.00pm.

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## Membership Officer's report – Scott Poulter

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As you can see, we have had only one new member this year. I guess everyone is too busy cruising to follow up and submit an application. If you come across someone at sundowners on a beach somewhere who expresses an interest in joining the CYCT, please ask them to look up our website [cyct.org.au](http://cyct.org.au) where on the home page (on a computer) or on the main menu (on a smart phone) there is a link to the online application.

The online application is simple and the system notifies me as soon as they submit their application. I then make contact with the new member using the contact information provided and bring them onboard. Feel free to give any potential new members my phone number, 0419 513 983.

Anyone heading north this season will be busy preparing their vessel during March and April. Feel free to contact Rachel or me if you need any information to help plan your trip: anchorages, weather, marinas, shopping, coral reefs etc.

**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.

**Tim and Fiona Hopkins *Red Rackham***

**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.

**All new members have been welcomed.**

**New Member directory from November 2021 – Scott Poulter**

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500
<i>Andromeda</i>	Dennis Pashen, Victoria & Dan Sheedy	0418 771 441
<i>Kapala 5</i>	Will, Felicity, Hugo & Jack Allison	0419 366 885
<i>Stardust</i>	Blair Bryant	0488 701 000
<i>Giovanna</i>	Kevin & Sharon Donovan	0429 053 846
<i>Red Rackham</i>	Tim & Fiona Hopkins	0422 263 096

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**Women on Boats – Sue Powell**


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The March WoB meeting was cancelled so there is no report this month.

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**South East & East Coast cruise, Feb 12-26 – Helen Bridgland**


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Helen Bridgland (with help from John) *SV Pandora*

Our group of intrepid CYCT cruisers had plenty of adventures and thrills with the weather, sailing conditions and scenery on the rugged and beautiful coastline. I am not the best sailor but had a memorable holiday thanks to my capable skipper and wonderful companions during the voyage. *Aziza*, *Freebooter*, *Pandora*, *Serenity II*, *Trim* and *Whisper HR*, gathered together at Southport and *Wayaree* and *Stella* were to join us at Port Arthur. Unfortunately, *Stella's* new rig installation was delayed and weather issues left her stranded in Norfolk Bay unable to join us as we were waylaid in Fortescue Bay.

The rotunda at the Deep Hole was an obvious choice for sundowners as it was overcast and cool, but father and son campers had the same idea and pitched their tent in the middle of it! Our 1700hrs drinks, barbecue and talk went well on the beach except for the midgies. The next day we left in convoy at 0700hrs for Adventure Bay. No one thought to mention that we would be motor-sailing and our Commodore, Val on *Aziza* and Geoff on *Freebooter* fell behind a couple of miles. Val recalled that one minute we all had our lights on with no one visible on deck, and the next you were all leaving me to chase you!! The Friars were a highlight with swirling waters, and a fishing boat anchored in a calm spot surprised us all.

Adventure Bay was calm but cool and it was decided to press on the next day to Port Arthur because of forecast strengthening westerly weather a day or two ahead.

*Wayaree* was in Ladies Bay to welcome us after a pleasant passage, although seas were lumpy as we approached the coast near the spectacular Cape Raoul and West Arthur Head.

Ladies Bay was as beautiful as ever, the sun shone and the breeze stopped (in the anchorage at least). This was the beginning of a three day stay with numerous highlights with the usual 1700hr sundowners, swims in the bay initiated by Dinah from *Trim*, walks, fishing, victualing, Geoff from *Freebooter* arranged a coffee visit to a local cafe and a great dinner at the On The Bay which was attended by all. Kevin from *Whisper HR* checked out Val's non-existent propellor anode, and Mike from *Serenity II* overcame the effects of the Southport midgies.

Friday 16th was our last day in Port Arthur and sundowners saw us sadly farewelling *Freebooter* and *Whisper HR*. The occasion was memorable because Geoff shared a large bottle of dark Barbados Rum which we all sampled until empty and Val struck gold when a rainbow was seen to end at *Aziza*.

Saturday through the 'Hole In the Wall' was a heavily planned passage and went like clockwork thanks to relatively calm seas, sunshine and little wind. Marvelous scenery and dolphins left everyone entranced, and then rounding The Lanterns into Fortescue Bay .... Spectacular!!!

By 1300hrs our five remaining boats were settled behind the wreck in Canoe Bay, squeezed in as only friends can. The bay was warm and sunny with the sounds of birds calling and we were happy to be there. The strong westerly weather pattern was to keep us in Canoe Bay for three days. Getting weather information for trip planning meant two dinghy trips and a walk to the beach near the camping ground and Rangers' quarters armed with a modem and Ipad to get access to Telstra and screen copy the data. The consensus was that time was better spent in Canoe Bay than up the coast in the Orford area.

Fishing in Fortescue Bay was limited to mackerel on the lure. Flathead and crayfish eluded the persistent efforts of Paul and Rosemary from *Wayaree* and Mike and Anne from *Serenity II*.

Social life was great with sundowners on *Wayaree*, *Pandora* and *Trim* while in the bay. At one stage, *Trim* noticed *Aziza* dragging anchor which caused short term excitement, and Val's attention was gained with the help of a whistle, as her VHF was turned off. Mike and John quickly helped Val get the anchor reset.

Tuesday 22nd at 0700hrs all boats left for Maria Island for a lovely sail up the coast with good westerly winds passing Pirates Bay, turning easterly as we approached Shoal Bay. *Cirrus* (Janna and Steve) greeted us when we arrived. Sundowners were under the sheoaks. The next day was meant to be a hot 28 degrees, but it turned out to be overcast with a breeze, which was perfect for the group walking the round trip to French's Farm, the Ruins and Encampment Cove.

Thursday 24th was the day *Wayaree* left the cruise because of prior commitments exacerbated by an outboard that failed to work. The remaining group now headed to Schouten Passage, *Aziza* and *Pandora* via Orford and a dinghy trip up the Prosser River to restock and *Serenity II* via Triabunna

to refuel and water. *Trim* sailed directly to Schouten Is. We met at Crocketts Bay after a good passage in moderate easterly winds, and later for drinks and squid on *Pandora*.

Unfortunately, the weather was overcast with occasional drizzly rain at Schouten Passage with interruptions by noisy campers and runabouts. We did enjoy a walk inspired by Dinah from *Trim*, the length of Sandspit Beach. 'Some people go walking in the rain, others just get wet'. (Roger Miller quote I think). Seriously we all enjoyed the experience. In the afternoon Dinah was the dinghy hand for Mike who dived for abalone with success. The abalone were prepared and cooked by Mike and Anne on *Serenity II* and shared at a terrific party along with a TV show of Mike's trip photos to date.

Saturday 26th we left, bound for Maria Island. *Aziza* enjoyed the 10-20 knot easterly breeze and 1-2 metre seas. Val



*Serenity enjoying a good sail*

later described the sail as the best one she had had on her boat, to the extent she cried with joy. *Trim* and *Serenity II* also had fun, while on *Pandora* we had autohelm issues and hand steered all the way!

At the Deep Hole we met up with the CYCT Flinders Island group of *Gradiva*, *Diane Johnson*, *Pacific Haven* and *Sheokee* together with *Cirrus*. The wind from the east was 20-30 knots by this stage so only Alan, Dinah and John briefly enjoyed their company and experiences.

Sunday 27th was the day to make our way to the Narrows and Little Chinamans Bay. We defaulted on a walk along Riedle Bay beach in the morning because we did not want to get wet. We departed at 1300hrs and entered the Narrows two hours later at slack low tide (0.14m). Luckily the sea fog was lifting, the wind abating and temperature rising.

All four boats managed to squeeze into the anchorage at Little Chinamans with a couple of interesting running aground issues but happy in the knowledge that the next low tide was 0.74m. Sundowners ashore was a great evening for all. *Serenity II* won the bottle of cheap champagne for catching the largest flathead (50cm) and we all managed to consume elegantly and with frivolity all the other drinks taken ashore.

Sunday, we left at 0730hrs to transit the Denison Canal at slack high tide and went our different ways.

She did the entire trip single handed with a dodgy autohelm. A great effort.

We had an extraordinary holiday with great company and are looking to have a few AFD's.



Relaxing in Little Chinaman's Bay on the east & South East Coast cruise

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**Furneaux Group cruise – Scott Poulter**

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Please Note: Reports 1 to 6 were published in the March Edition.

**Report 7 Friday 18/2:**

The fleet arrived in the Tamar River on Tuesday after a fairly good days sailing given the light conditions. *Southern Explorer* completed their fantastic tow of *Dianne Johnson* at the very helpful and accommodating Port Dalrymple Yacht Club where the caretaker made a pontoon berth available and assisted in the docking procedure. The new HX arrived the following day and, with



*Just one of several lunches on the Tamar!*

more assistance from the *Southern Explorer* crew, was installed and commissioned successfully. Meanwhile *Pacific Haven* and *Sheokee* had completed their first of three lunches on the river anchoring off Roseveers pub. On Thursday, the lunch venue was Marions Vineyard where we were joined by Bob on *Dianne Johnson* and Vice Commodore Mark Stephenson and Russell Wither also assisting with the supply of additional provisions. On Friday, lunch was taken on the river once again at Beauty Point in preparation for an early departure on Saturday morning.



*In the Tamar River*



*Going under the Batman Bridge*

## **Report 8 Tuesday 22/2**

The Furneaux Group Cruisers left the Tamar early Saturday morning and had a great run with the tide through Banks Strait to a good anchorage on the south side of Eddystone point. On Sunday in offshore north westerlies we continued south to Wineglass Bay. Sunday night we had a gusty north westerly which was a lot more pleasant after the south west change. Monday was

a rest day and we enjoyed canoeing, swimming, fishing and sundowners. Today we have headed into Bryans Corner for the northerly change.



*Southern Explorer heading south from Wine Glass Bay*

### **Report 9 Sunday 27/2**

The Furneaux Group Cruise arrived in Bryans Corner from Wineglass on Tuesday. Rachel and I walked to the lagoon and sundowners were enjoyed ashore. The fleet headed to Shoal Bay on Wednesday with a strong northerly blowing. We linked up briefly with the South East/East Coast cruise. Thursday and Friday were cool with SSE winds so we stayed put with walking excursions to Riedle bay and Robey's farm. On Saturday we had a fantastic sail down to Port Arthur in a 15 knot easterly followed by a final night barbecue dinner aboard *Southern Explorer*. Today we made our way back across Storm Bay and the fleet of five vessels disbanded after 29 fantastic days.



*Pacific Haven under full sail*

### Conclusion

The fleet of five CYCT vessels had a fantastic time on the Furneaux Group Cruise. We completed 780nm over 29 days. The yachts were able to sail approximately half of those miles. There were two upwind passages, the first in the afternoon of the first day from the Derwent to Connelly Bay and the second, around 15nm, from Port Davies to Fotheringate Bay. Both of these were in sheltered waters and 10 to 20 knots. We avoided stronger weather systems in Spring Bay on the way north, the Tamar River around the 16/2 and in Wineglass Bay on the way south.

Excellent camaraderie developed and continued throughout the cruise. Sundowners were enjoyed as a group on many evenings, recounting the day's cruising and activities and discussing the next day's plans. We had five quizzes along the way with each vessel taking on the role of quiz master. Topics included d'Entrecasteaux, Quantum Theory, the Navy, Diving, Denison Canal, Clipper Ships and Random Nautical Knowledge.

For Rachel and me on *Gradiva*, this was our first experience as cruise contact with the CYCT. We very much enjoyed helping the fleet to experience this fantastic cruising area. In return, the fleet were very supportive, making our role very fulfilling. There were several challenges to be overcome and the fleet stuck together and supported each other throughout the cruise.



NOTE – for an extended cruise report by *Southern Explorer's* Captain Rick, go to the website – Documents – Cruising – Captain's Log Furneaux Cruise – download.

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### Norfolk Bay cruise – Julie Macdonald

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*Crown Venture*, *Galadriel* and *Westerly* all met at Lagoon Beach on Saturday 26<sup>th</sup> February for the first night of the cruise. The wind was easterly so it was a perfect anchorage. *Gloria* was already in Flinders Bay and *Juliet* was in Cascades Bay, having made the most of the opportunity to visit the Garlic Festival at Koonya.

As is common with easterly weather we were in for a week of constant drizzle, cloud, and easterly breezes but that didn't dampen our enthusiasm. We agreed that Sommers Bay would be the best location and it turned out to be so pleasant that we stayed there for three nights. *Juliet* and *Gloria* joined us there on Sunday.



*John and Kevin sampling some salads*

The themed meal for the cruise was 'salad' which brought forth some culinary delights which we enjoyed on *Crown Venture* as the BARBECUE area didn't look enticing in the rain. Many thanks to Mark and Russell for not only hosting the welcome drinks (in the saloon), but also the salad lunch (in the cockpit), sundowners at Connolly's Beach (on the fly bridge) and farewell drinks at Apollo Bay (on the foredeck). The next event will be in the engine room!

Thanks also to Jo and Tolly for hosting sundowners on the glorious *Gloria* on Tuesday night.

*Trim* and *Serenity* joined us on Monday, having just finished the South/South East coast cruise. What troupers *Al* and *Dinah* are – they have been cruising almost constantly since Christmas. *Cirrus* also joined us on Monday so we had a full complement of eight boats.

Some of us braved the elements to walk through the bush to the head of Flinders Bay on Monday then Tuesday saw the fleet push into a strong north easterly to anchor in Murdunna for a few hours before returning to our haven in Sommers Bay. The new pontoon in Murdunna provided excellent mooring for dinghies and the local shop was a popular (and highly recommended) spot for lunch. The sun was finally shining so some of us took the opportunity to try the very pleasant four km walk to Grave Island. The local history is fascinating – details in a separate article.

Wednesday saw us finally leave Sommers Bay and some boats enjoyed a brisk sail to Connolly's Bay, a very pretty and sheltered anchorage out of the easterly wind. And what a beautiful sky at night – absolutely full of stars!

*Westerly* departed for Bellerive on Thursday, leaving *Galadriel*, *Crown Venture*, *Trim* and *Gloria* to make their way back to Lagoon Beach. I was told that there were hula dancers and a steel band providing entertainment that night, but that could have been an exaggeration. However, they did manage to have sundowners ashore – the first for the cruise!

Boats with sails made the most of a steady 15kn breeze from Lagoon Beach to Apollo Bay where the remaining sailors enjoyed a convivial final night before a dawn departure to return to berths before the south westerly arrived.

*Gloria**Galadriel*

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### **The Sounds slaughterhouse – Julie Macdonald**

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As the Norfolk Bay cruisers were about to start the walk from the Murdunna shop to Grave Island, we fell into conversation with one of the men working on a relocated cottage. It turned out that he was a local historian and was keen to fill us in on some of the history of the Sounds slaughterhouse.

There were the remains of a convict built jetty that was used for transporting meat to Norfolk Bay station where it was transferred to a human (convict) powered railway on to Port Arthur or sent by boat to the probation stations on Tasman's and Forestier's peninsulas.

In 1841, a slaughterhouse was established at King George Sound (Murdunna). The slaughterhouse held a supply of 14 days live meat that was driven overland from Lagoon Bay where cattle were fattened on grass paddocks now part of the Bangor property. In 1859, a cost saving measure closed the slaughterhouse and live cattle were landed at Safety Cove for slaughter there.

No visible remains of the Sounds slaughterhouse building or cattle yards exists and the site is on private property.

The Sounds is one of Tasmania's least known convict history sites and the walk around the bay to Grave Island is recommended.

Some information used is from this geocaching site;  
[https://www.geocaching.com/geocache/GC6G8K9\\_slaughterhouse-treasure?guid=43f866d3-f4c8-42d3-b40d-a0fb68940cd1](https://www.geocaching.com/geocache/GC6G8K9_slaughterhouse-treasure?guid=43f866d3-f4c8-42d3-b40d-a0fb68940cd1)



*Grave Island at low tide*

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## Quiz

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1. The function of zinc anodes on a vessel's hull is to reduce corrosion of:
  - (a) Metals more noble than zinc
  - (b) Metals less noble than zinc
  - (c) All metals
  - (d) Bronze & steel in the presence of aluminium
  
2. Dry rot differs from wet rot in that:
  - (a) it affects only dry timber
  - (b) it is a drier version of wet rot
  - (c) it affects both dry and wet timber
  - (d) unlike wet rot it is not a fungal attack

3. You are steaming in calm water close inshore at night with an onshore wind when you feel a light thump and your engine starts to slow down. The most probable cause is:
  - (a) Vessel is entering shallow water
  - (b) Fuel blockage
  - (c) Damage to the cooling system
  - (d) Fouled propeller
  
4. Three red lights in a vertical line is the signal for a vessel:
  - (a) Aground
  - (b) Not under command
  - (c) Constrained by her draft
  - (d) Restricted in her ability to manoeuvre
  
5. In relation to Collision Prevention Regulations, when a vessel engaged in towing is in a head on situation with a power driven vessel :
  - (a) Both vessels alter course to starboard and pass port to port
  - (b) The vessel engaged in towing maintains her course and speed
  - (c) The port driven vessel gives way
  - (d) The vessel engaged in towing has the right of way
  
6. What is the code word for these letters: f, g, l, n, r

Answers on page 32

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## **Maria Island challenge – Jean Pierre and Mireille Corgnet**

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Our Maria Island Challenge on *Vivante*

For some months, Mireille and I had planned to go with *Vivante*, our fly-bridge trawler Halvorsen Island Gypsy, to Maria Island for a few days with our friends Bob and Joelle Buchanan on *Dianne Johnson*, a 33' Huon pine motor launch, who had already done several times the trip through the Denison Canal. So we will just have to follow...

*Vivante* was ready and we had just finished a full service of the motors, new antifouling and prop speed, etc.

It was decided that both boats would leave Kettering on Monday 25<sup>th</sup> January '22 and we should stay until the 29<sup>th</sup> or the 30<sup>th</sup> January, Bob intending to join the CYCT cruise to Flinders Island. It would be the first time for us to go on a cruise for so long; generally the maximum cruises we do are for three days.

We had planned to join the CYCT cruise to Great Taylor Bay on the 22/1 for two days and then to come back to Kettering on Sunday afternoon 24<sup>th</sup> January to spend the night at home.

We spent a great week-end in South Bruny with our fellow CYCT members (fifteen boats). Monday at 1.50 pm we were ready to leave Kettering, *Dianne Johnson* leading the way with only Bob on board, Joelle driving to Triabunna on Wednesday.

The crossing of Storm Bay was as usual a little chaotic with 18/20 knots SW winds and a good swell and we were happy to arrive in Norfolk Bay after a little more than three hours of navigation at 6.5/7 knots average which was the cruise speed of *Dianne Johnson*. *Vivante* was rolling moderately since it is a 14 T motor boat with a semi-displacement hull which is much lighter than a full displacement.

After a safe night at Connellys Beach, we departed Tuesday at 10.30 am with a light southerly wind of 5 knots. At 11.00 (around 2 hours after low tide in Hobart), we were at the entrance of the canal and after communicating with the bridge, we passed it at 11.10. No current; we were the only two boats and it was very easy.



*Following Dianne Johnson through the canal*

I must admit that *Vivante* has two big Cummins of 220 hp each, with bow and stern thrusters so I had all the power if needed. I put on my thrusters in case... but the crossing of the canal was uneventful. Once or twice we had probably less than 50 cm under the keel (*Vivante* has a draft of 1.15 m) and since we have a forward sonar, sometimes it was showing zero on the sides.

Anyway, we reached the Narrows at 12.00 pm and again an uneventful crossing. We followed *Dianne Johnson* and we kept on starboard at the last marker, very close to the shore. The depth was more than 10 metres.

At 12.15, we were in Marion Bay on our way to Maria Island.

Light wind and swell. We saw the dorsal fin of a shark which came along *Vivante* (at less than 1 metre) and we could see it from above very well. Probably 3 to 4 metres length. We saw a second one fifteen minutes later or the same one. It was mentioned in *The Mercury* one week later and again this week that a big shark has been spotted in the area.

We passed Cape Peron at 1.15 pm and at 1.45 pm we were mooring on the north east side of Shoal Bay (Chinamans Bay), at 100 m from the beach in 2.6 m depth.

We spent Tuesday night enjoying a good dinner on *Dianne Johnson*.

Wednesday morning we went walking on shore and at 1.15 pm we left *Dianne Johnson* at anchor and Bob joined us on *Vivante* to go to Triabunna to pick up Joelle who was arriving with her car

at the harbour. The wind was light and it was an easy 1 hour 15 minutes navigation at 9/10 knots. It was the first time I had been into Triabunna with a boat but the access was well indicated.

The harbour was full and the only choice we had was to berth at the spot of the small ferry. Joelle brought an E-bike, our kayak and food for several weeks (since Bob was continuing to Flinders Island on a one month cruise). She left her car parked locally.

All equipment was boarded on *Vivante* and at 4.15 we were leaving Triabunna to go back to Shoal Bay.

In the meantime, the wind had become stronger (NE), with some waves that made the crossing uncomfortable. After 30 minutes, doing almost 10 knots, we heard a big bang. I immediately reduced the speed, but we could not find the cause and we went forward again with no problem to Shoal Bay.

We went alongside *Dianne Johnson* to transfer the bike and all the equipment.

When it was time to separate the two boats, I put on my two thrusters and I found that the stern was not turning properly and there was an unusual noise.

We went anyway, not very far, and we moored at around 100m from *Dianne Johnson*. In the meantime some other boats had arrived.

We spent the next three days at the same anchorage, going on the beach, doing some walks in the area, trying our new kayak and having dinner together on *Vivante* or on *Dianne Johnson*.

The weather unfortunately was average with a NE wind and some clouds.

We were regularly using our Onan Generator (6.5 kw) several times a day to have coffee, cooking, watching a movie on DVD, etc.

We had decided we would leave Saturday morning to pass through the Narrows and the canal around 10.00 am to arrive in Kettering in the afternoon. The weather was supposed to be good with light winds. Bob was obliged to go to Triabunna to pick up a pump for the toilet which was not working properly. He was supposed to come back on Sunday morning.

Saturday at 8.30, I wanted to put my tender on the electric davits so I started my motors, or in fact tried to start my motors. Without success - the two batteries were flat! My generator was still working.



*Dianne Johnson and Vivante in Shoal Bay*



*Vivante*

Since Bob and Joelle were up, I called *Dianne Johnson* and Bob immediately came with his tender. We could only confirm that the two batteries were very flat and we could not understand why the generator was not charging them.

We tried some basic checks but nothing was obvious. We called Greg Hitchens, our 'Electric guru' and he advised us to try several things (disconnect one battery, etc). Finally, Bob remembered he had a jump start booster and a set of cables in Joelle's car which was left in Triabunna. So he decided to go to Triabunna with *Dianne Johnson* and to come back Sunday morning with the equipment.

We spent a not so good night because the weather was supposed to be good until Monday afternoon but then it was predicted some strong westerly winds and it was no longer an option to stay in Shoal Bay.

*Dianne Johnson* came back from Triabunna on Sunday afternoon around 4.00 pm.

We tried the booster but it was obviously not at the level to crank the 5.9 L of the Cummins.

We were constantly online with Greg. Finally, after several trials, we managed to connect one battery to the generator with the jump start cable and one motor started. Then it was easy with the second.

We had to make a decision because it was close to 6.00 pm. We could not go back through the canal since the bridge was closed until 8.00 am the next morning and anyway, we would have been obliged to keep our motors running all night since we could not take the risk to stop them and not be able to start them again. Also, *Dianne Johnson* was obliged to go back to Triabunna to bring back Joelle and Bob to be ready to join the other boats going to Flinders Island.

The weather (on Windy and Willy weather) was supposed to be good for the next 18 hours and I decided to try to do a crossing by night on the offshore way along the Tasman Peninsula. It would be a first for us because we had never navigated by night but our options were limited. So at 6.00 pm, after having put the tender on the davits and pulled the anchor, we left Shoal Bay, *Dianne Johnson* going back at the same time to Triabunna.

The first three hours were nice with a light 5 knots NE breeze and a 1.6/2.0 m swell. We were accompanied by a pod of dolphins and it was a pleasure to see them jumping all around the boat. Passing Pirates Bay, the wind became a little stronger to stay around 12 knots on the anemometer. It was a night without moon and very cloudy so around 9.00 pm it became very black and I could not see the bow of the boat. We had the swell on the port side and it was not very comfortable. Mireille tried to sleep in the back cabin but it was too noisy and the boat was rolling too much. I was on Auto-Pilot (I have a Simrad AP-48 which is normally for much bigger boats) all the way and the boat was going well. We were doing 9.5 knots on 1,800 rpm which is my standard cruising speed. I was routing with my GPS (Simrad 16" evo3) and I had my iPad with Navionics charts at different scales. I also had my radar on but I must admit it was not a great help because I could not really interpret what I was looking at (I very rarely use it) and it is an old JCR.

Around midnight we entered Storm Bay, the wind was blowing hard and we had now an average of 18/20 knots, still from NE.

With the AIS, I could see the first two boats on the screen since our departure from Maria Island (the factory ship from Huon Aquaculture) and a fisherman on the Dart Bank. We could see their running lights.

Around 1.45 am Monday, we passed Dennes Point. We became suddenly more relaxed and we arrived with no difficulty at 2.15 am at our berth in Oyster Cove Marina in Kettering.

I discovered that my stern thruster was no longer working (we removed the propeller when we did the antifouling and we forgot to put back a pin apparently but that is another story).

We quickly closed the boat and we went to bed at our home at 3.00 am, a little tired after 8 ½ hours of navigation in difficult conditions. We have done almost 80 miles at an average of 9.4 knots.

Monday afternoon, Greg came on board to do the diagnosis. We knew the problem would come mostly from the battery charger. He removed it from the boat to test it at his workshop. Tuesday morning he came back with it and told me it was working fine. The problem was coming from the fuse which was out of order. Obviously, the generator could not charge the batteries. Since I was never going out for more than one night at a time, I had never had the chance to discharge my batteries. I have a volt meter display but it's not easy to see, so in fact it was very difficult to see that the battery charger was not working.

The week after, Greg and I went to RJ batteries (very good service and very good price – they do a discount to CYCT members) in Derwent Park and I bought two brand new cranking DELKOR MF 200 batteries, a full set of heavy duty jump leads and I ordered on line a NOCO GBX155 Jump Boost starter, able to crank (hopefully from Youtube videos) my Cummins Diesel 5.9 L.

We managed to remove the old ones with the help of Mike Powell and to reinstall the new ones.

The lesson from this "adventure"

- Every day start the motors for 15/30 minutes when I am on the mooring
- Always have a way to crank the motors – the best is a Jump Boost Starter strong enough for the kind of motors (my NOCO GBX155 cost me \$543 - not cheap but you are happy to have it when problems happen)
- Have also a set of heavy duty jump leads with an adequate length to connect to other batteries on board (as a second security).

- *Vivante* is an Halvorsen Island Gypsy, twenty years old, and its electrical system is not common. We have no house batteries but two cranking batteries connected in parallel. In fact, when I changed my batteries two and a half years ago, the electrician who did the change advised me to replace one cranking battery with a Century AGM 270XDA A Deep cycle house battery. This was a mistake.
- The back-up is normally assured by a third battery (for the generator) and I have a battery charger Newmar Phase Three PT-40 CE. There is a fuse on this battery charger. I had no spare one and anyway I did not even know where it was. Now I will have a spare of each fuse of any equipment on board.
- I knew I was not “up-to-date” on my knowledge of the electrical system. This was a mistake. It is fundamental, especially for a motor boat.
- Finally, we have learned a lot during this cruise and our confidence has increased. We know the boat is really seaworthy but we need to have a better understanding of all its systems. I am not from a technical background but I need to improve my skills on motors and electricity!

I will finish with many thanks to Bob and Greg. Without them, we could have been in serious trouble.

This is one of the great advantages of being members of the CYCT. We always have someone we can call for help and we have very serious knowledge between all the members.

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## East Coast cruise – Tracey Taylor

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The East Coast cruise this year was slightly derailed by a massive East Coast low pressure system, which travelled ever closer to our planned cruising areas. This caused many a prudent skipper to reconsider their commitment to the set date to depart. In the final wash up there were three vessels who decided it was worth the trek and with high hopes for enjoying the "Whitsundays of Tasmania" positive attitudes and well stocked vessels, we set off.

Initially our first day was calm and beautiful, allowing *Entourage*, *Ariadnes Clew* and *Stella* to make their way in a leisurely fashion across to Norfolk Bay. We all settled into Chronicle Bay to sit out the overnight SW blow. It howled somewhat during the night and a Tasman Peninsula blackout eroded lights as points of reference. We decided that next time we would move a little further along the shore to avoid the gusts funnelling through the landform depression.

Day two: Coffee aboard *Entourage* where discussions and plans were made to transit the canal using the last possible appropriate tide before options closed to go east using the favoured shortcut.

The Narrows were now deemed a surfers' delight, with timely police warnings to mariners. Thanks to helpful CYCT members for alerting us to this fact and keeping a watchful eye on the Marion Narrows web cam. A trot out to the start of the leads found us doing a quick reversal, as a decent 'barrel' was breaking across the entire bar. We later saw images posted on social media of one

Cat who made the crossing that day. Certainly not for the faint hearted. A timely reminder: this bar should not be attempted in strong NE weather nor residual NE swell!

We sensibly decided to wait for high tide the following day. By then, the swell had abated enough for all vessels to make their way to Encampment Cove for a welcome lunch stop. Walks ashore



*The crews of Entourage and Ariadnes Clew enjoy sundowners on board Stella*

and fishing filled the afternoon, until a steady breeze gave us all an excellent sail north to Shelly beach. We spent two nights here, enjoying shore-based activities, including luncheon at the Orford Blue Waters Hotel and sundowners aboard *Stella*.

Day five: Up and off early with a chilly westerly in the bay and a reasonably uncomfortable confused swell. We noticed that even TasMaritime struggled with options for directional descriptions!! The breeze finally helped to steady us though, and a sunny, clear day enabled great viewing of Ile Des Phoques' western seal viewing platforms. Avoiding pots laid around Black Reef and the passage between Schouten and the peninsula, we settled into a very busy anchorage on the northern shore of Schouten Island. We were quite amazed at the amount and array of luxury motor vessels. A couple of 'rolly' nights at anchor here with the residual easterly swells nipping through the passage. Notes were scribed in Anchorage Guides for future reference! Unfortunately, winds were such that options to move for better conditions were limited. Walks ashore highlighted tenacity and fitness. Both Bear Hill and the waterfall tracks were conquered!

On Friday we moved to Bryan's corner, settling in close to avail ourselves of a calmer location. Walks to the lagoon, across to Cooks anchorage to explore the sandstone cottage and beach

were greatly enjoyed. Swimming eased the warmth of the day. A massive sunfish washed up, proving to be a point of interest as none of our group had seen this type of massive fish before. Being the start of the long weekend, it was incredible to see how many motor boats of various styles and values descended upon this quiet anchorage. By nightfall, our three yachts, being well in the minority, were completely surrounded. A sense of change pervaded the natural environment. We enjoyed a barbecue aboard *Entourage* and shared stories of the day's activities. A highlight was trialling Derek's Starlink Wifi remotely from his vessel. This enabled us to catch up on comms and weather info on Meteye in an anchorage, where otherwise we struggled to receive texts. Excellent download speed and highly recommended.



*Isle des Phoques*

Day seven: A sail to Maria on another incredible East Coast day. The colours were magnificent and although not much breeze arrived during the crossing, the trip south was far more comfortable this time, with reduced swell. We had to dodge many a cray pot, causing a few interesting manoeuvres. It was interesting and worthwhile to sail past the eastern shore of Ile Des Phoques, revealing caverns and intriguing formations.

A closer look at Bishop and Clerk and the fossil cliffs made the most of the calm conditions. Lunch at anchor in Darlington, then onwards to Shoal Bay for the night. An invitation for homemade scones aboard *Ariadne's Clew* finished the day. Anchored in the bay, lots of motor vessels and several yachts kept their distance along the crescent shore. Sunday dawned another stunning day

and everyone made the most of Maria's delights: walks to Riedle, kayaking, rowing championships! Walking to various destinations of interest was a highlight, then a late afternoon departure for the Narrows, aiming for the low high tide around 5 pm. We anchored overnight in Dunalley in preparation for transiting the canal right on 8 am. We sneaked across using the minimum of 0.9m required for deeper drafts. A very convivial evening was enjoyed at the Dunalley Hotel. Navigating the ancient pontoon at the jetty to get ashore was a feat in itself.

8 am saw seven vessels transiting the canal including *Rusalka* who was returning from two months away. It was great to see this fellow CYCT vessel in home waters. A grey day, portending the weather change, saw all vessels decide to head back to more sheltered waters before the next easterly blow came through. An energetic sail across Frederick Henry Bay and Storm Bay saw all boats from CYCT in Sykes Cove for the misty, wet Monday evening. Quiet and calm. Ahhhh the serenity.

The following morning our little trio of East Coast cruisers went our separate ways, some to home, some to continue to enjoy a few more nights away in the Channel. It was great to be able to get to know the other couples in this more intimate 2022 East Coast cruise.



Ahoy there – Albert Ross



**I say Ahoy there!**

There have been so many cruises lately that I haven't been able to keep up with them all.

I did hear of some excitement at the Narrows when boats decided that discretion was the better part of valour and turned tail and either ran back to Dunalley or slipped into Little Chinaman's Bay for the night.

Sensible, I'd say.

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## **General Meeting minutes, Tuesday 1<sup>st</sup> March 2022**

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### **1. Opening**

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

### **2. Rear Commodore**

David Bowker introduced guest speaker Mick Hocking who described the RYCT Navigation cruises. General instructions on the event were provided as hard copy to those interested.

### **3. Secretary**

*Attendees and Apologies*

Attendees taken from online registration.

Apologies:

Julie Macdonald

Mark Stephenson

Richard and Shona Taylor

Jean-Pierre Corgnet

Julie Porter

Charles Burns

Ottmar & Elizabeth Helm

Mike Powell

There were 22 Club members and 2 guests in attendance and apologies. (24 total)

*Minutes of the last General Meeting (1 February 2022)*

**Motion - The minutes of the previous General Meeting held on 1 February 2022, as published in the *Albatross*, be signed as a true and accurate record of the meeting**

**Proposed: David Bowker    Seconder: Val Nicholls    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, reported that there were no new members to introduce.

#### 5. **Vice Commodore**

Report from Vice Commodore Mark Stephenson – presented by Val

##### **What's Happened:**

Valentine's Day- not heard of any romantic assignations but he welcomes trip reports.

Furneaux cruise returned to southern waters after a very successful cruise under the guidance of Scott Poulter. This was a very successful 28 day cruise.

SE and E coast cruise has also finished after a successful rounding of Bruny Island, Tasman Peninsula and Isle de Phoques. John Bridgland was a superb Cruise Contact.

Norfolk Bay cruise started last weekend, with 26 boats participating.

##### **What's to Come?**

East Coast cruise on Sat 05 March with 7 boats registered. Richard and Shona Taylor are now unable to be Cruise Contacts. Tracey Taylor and Gordon Armstrong will now be sharing the role

Clean Up Australia Day Sat 19 March – Catrina Boon is cruise contact. The fleet will meet on beach at Great Bay at 10 am for the clean-up, and may choose to stay on after for socialising. This event is registered with the Clean-up Australia group so bags & gloves etc are provided. The bags are to be collected by council.

Donald Sutherland Memorial Navigation Rally Sat 02 April, being run by Marion and Derek Stoneman in North West Bay this year. Expect easy questions and then even easier ones. Late morning start with a mid afternoon finish in Barnes Bay for the night, likely a get together as usual.

Club Picnic Sun 03 April. This is a themed lunch "Something Fishy", with navigation rally winners announced.

Autumn Cruise up the Derwent –now that the Bridgewater Bridge is under repair and transit to New Norfolk not possible it is suggested we have an overnight at anchor up the river ..... somewhere. Maybe Dogshear Point? Set for Sat 09 April

The Bruny and Tasman Circumnavigation on events calendar for the 13<sup>th</sup> April still needs a cruise contact.

June long weekend to Huon, Cruise Contacts are Andrew Perkins and Chris Le Cornu

Dark Mofo Cruise Contact is Andrew Boon

Val also asked for volunteers for any other cruises, suggesting that anyone who wants to run a cruise or has an idea for a cruise would be welcome to run an event.

Feedback for the cruise calendar for next year is welcome, please let Mark know what you enjoyed, missed out on, want retimed, would never do, so we can work on it for next year. The more involvement the better.

## 6. Treasurer

Reports received to be saved online

## 7. Commodore

No issues to report.

A request has been received from Brett Wild for support and advice for the restoration of Historic Tasmanian Military Vessel AH 1733, Hunter Anzac Memorial Ltd, a WW2 hospital launch. This is a huon pine vessel 80 ft long, with capacity for 33 patients. She is currently drying out in Carrington. The aim is to have it returned to Tasmania, with a projected costing of \$1.5-2M. He is contacting clubs & senators etc for support and advice. Val can pass on details to contact them if a member has something to offer.

### **Women on Boats**

Wendy Le Cornu a representative of Port Cygnet "She Sails". The club has 2 rowing skiffs built with govt funding and 9 pacer dinghies. There will be a celebration weekend on 26<sup>th</sup> -27<sup>th</sup> March with CYCT WoB's invited to attend. There will also be kayaks and paddle boards for anyone to have a try or simply play on and have a good time. There will be on safety boats (women crew). Commencing Saturday lunch time with a barbecue meal in the evening with other entertainment such as Salsa, and a quiz etc. Email Wendy to register

Sue Powell reminded everyone that the next WoB's meeting will be the 21<sup>st</sup> March following that will be May as the April meeting coincides with Easter.

## 8. Other Business

## 9. Next Meeting

April 5<sup>th</sup> at RYCT 7:30pm

### 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.**

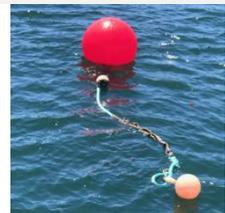


#### **North Simmonds Bay, Bruny Island Number 2 - 7786.**

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.**



## Members' Buy and Sell

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



**FOR SALE!**

### **Mobile phone antenna:**

Moonraker CEL, base mount with M12 bolt. Has an FME connector (small diameter to fit through holes), needs an adaptor cable to connect to phone/data device.

### **Headsail cover:**

Canvas cover approx. 15 m long with full-length zip. Has lacing designed to be tightened after cover is hoisted over furled headsail.

**Anchor**, Manson Supreme 20 kg, half the price of a new one

No offer refused! Andrew Boon, ph 0400 651 532

### Answers to the quiz.

1 (a), 2 (b), 3 (d), 4 (c), 5 (a), 6. foxtrot, golf, lima, November, romeo

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

### Registered Mooring For Sale

Location Coningham Beach

Coordinates: -43 04 35.15 S, 147 16 53.16 E

Mooring No. 8941.

Registration renewal due 30 June 2022.

Approved vessel length up to 7.1m

Close to the shore and boat sheds.

Water depth on mooring ca. 3m with approx. +/- 1m normal tidal range.

Suitable for a powerboat or dinghy, in its present location it is not suitable for a keel boat with draft > 1m, however it could potentially be relocated to deeper water subject to MAST approval.

Total mooring scope is ~14m.

Anchor is a large concrete block with 4 grades of shackled chain: ~4m x 36mm chain, 3m x 24mm PWB chain, 19mm swivel, 4m x 16mm PWB chain, 3m x 13mm galvanised PWB chain, spliced rope, pickup buoy. Photos show the setup for the upper section of the scope (excluding the 36mm chain section) which was installed new in February 2016.

\$2,250

Stefan Eberhard

stefan@subterraneanecology.com.au

0401436968



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