

Albatross

Volume 48 No 6 July 2022



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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Life Members

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

Guidelines for contributions to the Albatross

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

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

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Not a CYCT Member?

Download an application form from the Club website or contact any CYCT Committee Member (details inside the front cover of this 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



When I started putting this issue together I thought it was going to be very skinny so I was delighted to see some interesting reports and articles drop into my inbox as the deadline grew closer. (Please note that the deadline is now the 19th of the month).

I urge you to read the official Agreement that has been drawn up between CYCT and PESC (Port Esperance Sailing Club) so that you are aware of the background to the Agreement and the benefits it will offer both clubs.

Julie Porter has written a great article about Lisa Blair and her extraordinary achievement in circumnavigating Antarctica, Lance Cowled describes some interesting manoeuvres on a Murray River houseboat and Mark Stephenson has written an informative piece about the Huon cruise that didn't happen.

July is shaping up to be a busy month for the Club, with meetings, a Forum, a cruise to Barnes Bay and the Women on Boats Sailaway Christmas in July. Plenty of opportunity for social activities as well as getting your boat on the water.

Offing

The near or foreseeable future

In nautical terms, offing refers to the part of the open sea that is in sight of but a safe distance from the shore, or it refers to a position or course near to but safely clear of the land.

Knowing this, it isn't difficult to see how the phrase "in the offing" came to refer to things likely to happen in the near or foreseeable future.

<https://www.merriam-webster.com/words-at-play/common-sailor-jargon#>

CYCT CALENDAR Check the website for more details	
<u>July</u>	
Tue 5 th	4.30 Committee meeting, 7.30 General meeting
Sat 16 th	Winter cruise, Barnes Bay
Mon 18 th	WoB meeting
Thu 21 st	Forum. Topic to be advised
Sat 30 th	WoB Sailaway Christmas in July
<u>August</u>	
Tue 2 nd	4.30 Committee meeting, 7.30 General meeting
Mon 15 th	WoB meeting
Sat 27 th	47 th Anniversary Dinner
<u>September</u>	
Tues 6 th	4.30 Committee meeting, 7.30, AGM, 8.00 General meeting
Mon 19 th	WoB meeting

Commodore's report – Val Nicholls



Well who would have thought? If you had told me five years ago that I would go out on a very cold winter's evening to participate in a Forum focussing on "Main engine fuel and lubrication filter replacement" I may well have asphyxiated with laughter and disbelief. Yet there I was, along with 14 or so others, eager and intrigued to absorb explanations, diagrams, stories, tips and advice from longstanding CYCT member Tony Peach. The event is written up elsewhere in this issue. Enough here for me to reiterate how interesting and worthwhile the Forums are. Engine novice or old hand

there was something for everyone, and definitely some well thought out and instructive diagrams. Many thanks Tony.

How disappointing that weather conditions precluded a safe trip by water or road to Cygnet and Franklin. We know that the art of saying "No" is a fundamental leadership skill, but it's never easy. Appreciation goes to all of those involved in the considerable organisation and their willingness to adopt a philosophical attitude to the whims of Mother Nature.

The weather was more obliging for Dark MOFO, and the CYCT took advantage. Thank you, Andrew Boon for having taken on the maestro level planning required to book the dock, book the bridge, draw up entry and exit plans, docking plans and coordinate 13 or so boats in a relatively small area. Enjoy Andrew's report elsewhere in this issue.

You will find a signed copy of the formal Agreement between Port Esperance Sailing Club and the CYCT in this month's *Albatross*. I invite you take the time to read it so that you might appreciate something of the history of this most southern of Australian sailing clubs and the motivation for our donation and the privileges PESC extend to CYCT members as an expression of its appreciation.

As we move toward the end of our Club year, the Vice Commodore is planning a new calendar, the Treasurer is awaiting membership renewals; the Membership Officer is updating the Club Directory, trophies are getting retrieved and polished whilst chefs are sharpening their tools in preparation for our Anniversary/ Annual Dinner. Amidst this bustle is preparation for our Annual General Meeting early in September. All Committee positions come up for renomination at the AGM. A number of nominations have been received. Please understand that you may put yourself forward; just get in touch with me or any other Committee member and we will answer any questions you might have and introduce you to the very low-key process of nomination.

The chance of mistakes is about equal to the number of crew squared

Ted Turner

See you on the water!

Vice Commodore's report – Mark Stephenson



I'm pleased to announce details of the 47th Anniversary Dinner of the CYCT. This year we will be with the Greek community at Hellenic House in North Hobart. An evening with a welcome drink on arrival (flavoursome Retsina will be available!), tasty appetisers, platters to share, a plated and served main course followed by a selection of traditional sweets. All authentically prepared by Greek chefs and Greek mitera and yia yias, that is mothers and grandmothers in

English. There will be 15 different foods to try throughout the night, likely to be more to eat than you could ever get with a degustation menu!

The Hellenic Dancers will be performing early evening and there will be an opportunity to join in later. No DJ playing loud music this year, easy listening traditional Greek music in the background. Only \$79.00 per member which includes a small subsidy from the Club, with guests at \$89.00. Reserve your seat with registrations opening 01 July. Payment in advance and please use PayPal to make the Treasurer's life so much easier as this automatically updates the website.



Free parking is available onsite with overflow onto Federal Street. The Cruising Plaques for the past year along with the Cruise of the Year Award will be presented by the Commodore during the night. This is not a fancy dress night; smart casual wear is all that is required. A chance to leave behind the lifejackets, spray jackets, torches and the dinghy and have a sensational night out!

On another topic, when thinking about the forthcoming Cruise Calendar, I wonder if we should move the Cygnet and Franklin cruise to another time of the year, considering the winter conditions we always endure in June. This cruise is a very popular cruise and no doubt the winter's foggy mornings and calm days are appealing. Please let me know your thoughts.

Thinking now of getting out on the water. Next up, after the Dark MOFO weekend in Con Dock and remaining with the winter spirit, is the cruise to Barnes Bay on the weekend of Saturday 16 July. No doubt participants will enjoy the slightly longer days afforded after passing the shortest day 4 weeks before, the diesel heating and a warm mulled wine or two. Maybe a camp fire on the beach? Please register your interest on the website.

**DATE FOR YOUR
DIARY**

**Saturday 27th
August
for the
47th Annual
CYCT Dinner**

Fair winds!

Rear Commodore's report – David Bowker



This month we have a real treat as we have Richard Bennett, the photographer, as our guest presenter. I think he had some competition from the photos of Dark Mofo on our website which looked spectacular. I was unfortunately on the mainland so missed it.

"Defining Photos of the Sydney Hobart Race"

Richard has been photographing the Sydney Hobart yacht races for almost 50 years. His talk will cover some of the defining moments of the Rolex Sydney Hobart Yacht Race and other yachting events, both from a bird's eye view and from behind the scenes. He will tell us some stories behind those moments and the background to his new book "Across Five Decades".

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a very popular session, so registration is really important if you want to get in. RYCT offer 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



Rachel and I were lucky enough to avoid much of the recent cold weather, spending several weeks in Cairns for the wedding of our beautiful daughter Lucy to our new son-in-law Alex.

Temperatures dropped as low as 18 degrees overnight! Our visit reminded us of the fantastic cruising available on the Queensland coast during the winter months for those who venture north at this time of year.

We returned to Tasmania on the 19th June and are looking forward to firing up the diesel heater on *Gradiva* and enjoying some crisp clear winter sailing.

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.

We received one application for membership, which has been processed through to provisional status, from:

Christine (Chrissie) Materia, Michael Rowland, Aurora Materia & Joshua Rowland.

They live in Woodbridge and have a Van De Stadt 30 Pioneer, *Ca Va*, which is kept at Kettering.

WELCOME TO NEW MEMBERS

On behalf of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club and looks forward to a long and happy association with them, both on and off the water.

No new members.

New membership directory from November 2021

<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 Scarlette</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
<i>Elysium</i>	Michelle Alderson	0417 717 763
<i>Ca Va</i>	Christine (Chrissie) Materia, Michael Rowland, Aurora Materia & Joshua Rowland	0438 266 425

Women on Boats – Marion Stoneman



Report written by Marion in Sue Powell's absence.

Fifteen sailors gathered upstairs at the Royal Yacht Club of Tasmania for the June meeting of Women on Boats at the new meeting time of 5.15pm. The title of the night's topic, presented by the club Commodore, Val Nicholls, was *Checklists, SOPs and my Friend the Laminator*. Val discussed why checklists are such a useful tool. Boating can be a relaxing and fun way to spend our time, however, it involves a good deal of responsibility, plenty of preparation and complex systems and procedures. With so much going on it's easy to forget one small but vital step. Who's arrived home after a trip on the boat only to wonder: 'Did I turn off the gas? Did I close all the hatches?...' and so on? Relying on our memories isn't good enough, particularly when we're experiencing challenging conditions out at sea. They are also invaluable for sharing knowledge with new crew members, or even our opposite number, if we tend to divide tasks. We never know when we may need to take on the other person's role, be it an emergency or just because they're busy, but either way a good checklist can help things go smoothly.

Val discussed the many uses for checklists, and noted they fall into three main categories:

1. To make sure things are done in the right order
2. To make sure nothing is forgotten, and
3. To ensure all requirements are met

She also noted the two main types of checklists:

1. Do and confirm (a list of actions)
2. Read and then do (procedures for a task, eg radio use)

Val split everyone into small groups for a variety of exercises, including brainstorming useful lists for our boats, and making a list for a particular task then comparing ours with a standard list. Lists included the contents of a ditch bag, choosing and briefing new crew, getting underway and more. Val also led discussion about the pros and cons of checklists, emphasising the need to ensure lists are kept relevant and up to date. After all we don't want the weight and number of our beautifully laminated lists to sink the boat!

After sharing a range of resources for sailing checklists Val closed the meeting with an invitation to join the group dinner at Chillies in Sandy Bay. Eight of us continued our discussions over a scrumptious Indian meal.

Women on Boats meets on the third Monday of the month at the RYCT. See the website for details.

The Agreement between PESC and CYCT

AGREEMENT
Between
Cruising Yacht Club of Tasmania (“CYCT”)
and
Port Esperance Sailing Club (“PESC”)

Collectively “The Parties”

BACKGROUND

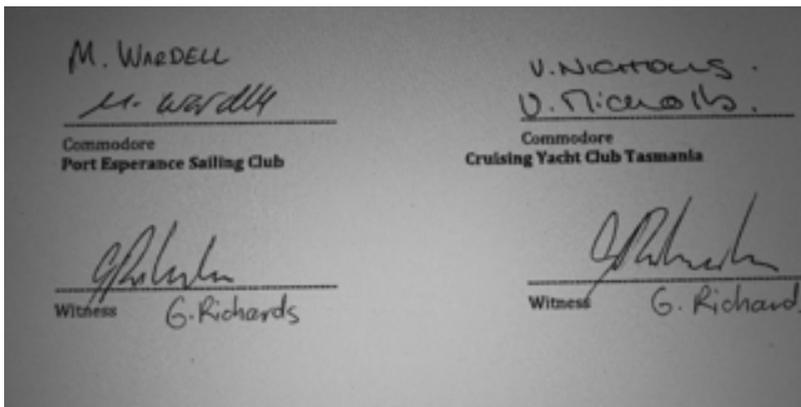
- Port Esperance Sailing Club in Dover is the southernmost sailing club in Australia and has its origins in a 163-year old history starting in 1859 when the first Dover Regatta was held. The forebearers of PESC acquired permanent premises in 1948 when the club was generously donated a cold storage shed for apples. It was constructed from hand-made bricks sourced from the Hopetoun sawmill when its chimney was dismantled following a mill fire.
- On the night of Thursday 23rd April 2020, the PESC clubhouse was burnt down and sailing dinghies destroyed. The fire ripped through the back of the building, the roof and the recently rebuilt veranda. Although the 100 year old bricks remained, the building was deemed unsafe and required to be demolished. The circumstances of the fire warranted police investigation.
- As a result of the fire, Dover lost both its youth-development focussed sailing club and a community hub. The club house was used by many local groups including by Sacred Heart Primary School for classes during the 2019 bushfires.
- The Cruising Yacht Club of Tasmania is a significant member of the Tasmanian boating community. It plays a significant role in the development of safe and enjoyable cruising in Tasmania and beyond. Dover is a popular destination for CYCT members, many of whom appreciate PESC hospitality towards visitors joining for Friday music nights and on-the-water events.

- In respect of PESC'S history and contribution to the Dover community the CYCT is proud to support PESC in this most difficult of situations through the substantial contribution of the AUD \$10 000 towards the rebuilding of PESC'S clubrooms.

THE PARTIES AGREE:

1. The CYCT will donate AUD \$10 000 for use by PESC towards the rebuilding of PESC's clubrooms.
2. This CYCT donation will be completed before 30 June 2022, as soon as this Agreement is executed by all parties.
3. Upon receipt of the donation from CYCT, PESC will immediately provide a written receipt to CYCT.
4. PESC will provide CYCT members with perpetual access to toilets and showers, at the new clubhouse, at no cost. Access will be available at any time using a coded door entry or other suitable mechanism at the discretion of PESC.
5. Whenever possible, PESC will allow for the use of the PESC moorings by CYCT visiting members.
6. PESC will provide a permanent recognition of the CYCT contribution inside the new clubhouse (exact details to be negotiated between the Parties during the building process), most probably via an official plaque to be displayed.
7. Should the circumstances of either club change substantively, this agreement may be renegotiated.

EXECUTED AS AN AGREEMENT on 12 (day) June (month) 2022 (year)



June Long Weekend – Mark Stephenson

After years and years of good weather we were faced with appalling conditions for this year's June long weekend cruise to Cygnet and Franklin. It was hard to accept that the forecasts became worse as the day of departure came closer.

This cruise was meant to be a boating cruise with driving by car only if the boat wasn't ready, but with the gusts forecast to be over 30 knots in the Channel along with seas to three metres, the car option became the norm. Then with snow predicted down to 200m on Sunday night/Monday morning we find that Vince's Saddle sits at 495 metres above sea level, so the driving option disappeared. With the Franklin event's organiser, Andrew Perkins, advising the tides had been higher than usual, the river was in flood with debris coming down stream and the damp dirt floor at the un-insulated Living Boat Trust building things really were going against us.

Cancellation was the last thing I wanted to announce but the reality was it was the safest option. I know some had either moved their boat already, booked accommodation or provisioned the boat and it was with good spirits these members were understanding of the decision.

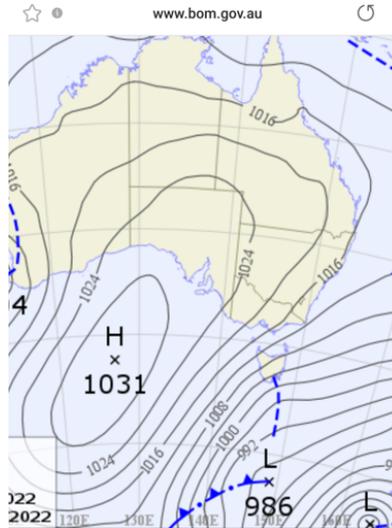
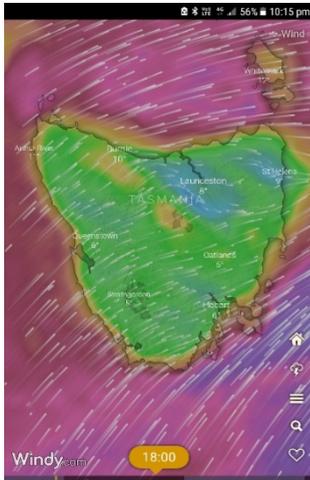
I drove along the coast from Gordon to Verona Sands on Friday, seeing about 20kts wind and no obvious swell but 1 metre waves very close together. The yawl *Lady Windermere* was sailing east then north, with the wind, and looked very stable under only mizzen staysail and mizzen. No fun for us sailing or motoring the other way into those conditions!

Looking over the weekend at BOM observations for Cape Bruny, I saw winds at 40 kts with gusts into the 60kts and Dennes Point winds were usually over 20kts with 40kt gusts. Dunalley scored winds in the 30's and gusts to 56 kts. Not weather I would want to head out in. No doubt calmer inshore, at times in the marina at the DSS we had calm conditions yet white caps were visible out on the river.

As the days passed the forecasts became more user friendly, gales became strong wind warnings, snow fall level predictions were raised, sea state lessened. Returning after the long weekend would likely have been a pleasant experience with a solid wind behind to push us all home.

Our Treasurer Jean-Pierre advised refunds, rather than credits, were the easiest option as carrying over funds into the next financial year creates a lot more work for him. I'm sure he appreciated the quick response from registrants to get this finalised as quickly as possible.

I am now after your thoughts on this cruise for the forthcoming cruise calendar. Should we do this cruise in winter? Should we do both Cygnet and Franklin over the one weekend? Would they be better as two individual cruises? Bad weather has only occurred in one of the 9 years. The LBT building is cold for sure with no insulation or effective heating. Should we move this to another long weekend in a warmer time of the year? Show Day in September? Recreation Day in November? Anzac Weekend in April? A time with more daylight hours to allow more travel time to and from? Lots of options to consider and I would appreciate your input into how and when we plan the next event. Please email me at stephensonmj@gmail.com



Channel Forecast

View the current warnings for Tasmania

Forecast issued at 10:00 am EST on Friday 10 June 2022.

Weather Situation

A strong and cold southwesterly airstream extends over Tasmania, and will persist for several days. A cold front is forecast to cross the State on Saturday as a low deepens to the southeast. Winds will begin to moderate later on Sunday as a high pressure system approaches Tasmania from the west, with the high moving over the southeast of the continent on Monday.

Forecast for Friday until midnight

Gale Warning for Friday for Channel

- Winds** Southwesterly 30 to 35 knots decreasing to 25 to 30 knots during the afternoon or early evening.
- Seas** 2 to 4 metres.
- Weather** Cloudy, 90% chance of showers, with possible hail.

Saturday 11 June

Gale Warning for Saturday for Channel

- Winds** Westerly 20 to 30 knots turning southwesterly 25 to 40 knots in the late afternoon.
- Seas** 1.5 to 2.5 metres, increasing to 2 to 4 metres around midday.
- Weather** Cloudy. Near 100% chance of showers, with possible hail.

Sunday 12 June

- Winds** Southwesterly 25 to 35 knots.
- Seas** 2 to 3 metres.
- Weather** Cloudy, 95% chance of showers, with possible hail in the morning and afternoon.

Monday 13 June

- Winds** Southwesterly 15 to 20 knots turning westerly 10 to 15 knots during the afternoon.
- Seas** 1 to 1.5 metres, decreasing to 1 metre during the morning.
- Weather** Cloudy, 50% chance of showers.

Three good reasons why the June long weekend Huon cruise was cancelled.

Dark MOFO in Con Dock, June 17-19 – Andrew Boon

About an hour before the appointed time of the bridge opening, *Julienne* called to say they had been held up at Piersons Point, rescuing a capsized tinny and would not make it by 1430. As she was to lead the fleet into the Dock, having been allocated a berth in a corner, we negotiated a later opening time with TasPorts. They were happy to oblige so the procession began. *Julienne*, *Argos*, *Serenade*, *Amodet*, *Serenity 2*, *Commocean*, *Trim*, *Elsie*, *Sant Ana*, *Dalliance*, *Aziza*, *Juliet* and *Rusalka*. *Lady Nelson* returned to her berth at 1430, so it was fortunate that we delayed our entry. Something to remember for next year.

The bridge opening was brief, with an appreciative audience watching the bascule bridge in action (see the article in the current Maritime Times for more info on the bridge). Half an hour later, everyone was snug and lines were tight. Some berths were tight as well and we managed to work around *Sonsy*, who was in the Dock for 5 nights, without issue. *Julienne* provided a hazard to pedestrians by off-loading the aluminium dinghy that she had rescued, but the owners had arrived to collect it just before TasPorts Security rang me to ask if I knew anything about it!

With no formal social events planned, members variously grouped for drinks, looked for eats or wandered around the Dark Mofo sites. The rain stayed away and the weather was calm and pleasant.

Saturday began with a very low tide (0.19 m) which tightened up some lines and exposed the rotted-off sections of piles, which can hook under a gunwhale. No damage, fortunately (good planning, actually!). The early drizzle cleared and we had intermittent sunshine.

The bridge opened at 1430, with *Dalliance* leaving and *Fairwinds 1*, *Ariadnes Clew* and *Lalaguli* coming in. Lucas in the rubber ducky helped boats position themselves alongside, as he had on Friday. At this stage we had 16 cruising boats in the Dock, 15 of them CYCT members' boats. Of these, three were moored stern-to, Mediterranean style.



Julienne and Elsie cosying up to a fish punt



2 Ariadnes
Clew arrives



3 Dalliance
leaves



3 One of the Dark MOFO highlights, the Masked Owl, to be burned later.



4 Sant Ana, Commocean and Argos on the Davey St wall

An ad-hoc street party was arranged for Saturday afternoon, between the Mawson Pavilion and the Dock. We were joined by new members Michelle and Chris, who were staying on Michelle's boat *Elysium* in the Kings Pier marina. Commodore Val did an inspection of the boats present and announced several appropriate awards honouring different aspects of the attempts at 'reddening'. The major prize went to *Rhona-H* Julie's mental health awareness display, streams of red light reaching up to a smile. The cover picture shows *Rhona-H* and the firework in celebration of her award.

Sunday morning was calm, the fog lifted and the tide rose from a low 0.27 (less 0.2 m as the barometric pressure was 1033). *Serenade* was in the mud – in previous years she moored alongside *May Queen*, but this year she was alongside the wall of the Dock, with less water. Others needed a ladder (which few had!) to climb onto the dockside. Lights and bunting were taken down and many resolved to buy their red lights earlier next year and avoid the pre-MOFO shortages!

At 1030, *Aziza* was roped out from the corner and the three vessels moored stern-to cast off and retrieved their anchors. By the time the bridge opened, we were ready for the procession out which went very smoothly. Ten minutes later the bridge was down, 15 boats were in the Cove and the Dock looked very empty again. I thanked the TasPorts patrolman for his help, his response: "Happy to help Andrew the exit was very smooth even some of the public mentioned how smooth and orderly it was". Well done everyone!



Quiz

1. At what body temperature does hypothermia occur and what are the symptoms?
2. When is it compulsory to carry an EPIRB on your boat?
3. You see a blue and white vertically divided flag on a vessel. What does it mean?
4. What are the rules for going through the Tasman Bridge?
5. What safety equipment are kayakers required to carry when they paddle more than 2 nautical miles off shore?
6. What does a red and white vertically divided flag mean?

Answers on page 25

Lisa Blair, an inspiration – Julie Porter

The June Albatross and Commodore's report made mention of Lisa Blair and her extraordinary achievement in circumnavigating Antarctica.

I wanted to acknowledge Val's recognition of Lisa's achievements, especially as there were many who were unaware that Lisa had completed the challenge she had set herself and that she had already arrived back in Australia after breaking the record. The record is incredulous as it is "the fastest person to sail solo around Antarctica, below 45 degrees south and breaking Feodor's record of 102 days". (<https://lisablairsailstheworld.com/antarctica-2>)

Lisa had already sailed solo, non-stop and unassisted around Australia, sailing 100% eco-powered; the first woman to do so. In 2017 she then had her first attempt at sailing solo, non-stop around Antarctica. That journey is well documented in her book *Facing Fear* which many members will no doubt be familiar with; one for the story of tremendous courage in keeping going when her original intention met with dismasting off Cape Town, but also for the technical details intertwined throughout the story of how she managed each situation.

Val's question of "what was the most inspiring part of Lisa's story so far" made me consider Lisa's latest achievement. To go back out and try again, by herself, to circumnavigate Antarctica whilst also monitoring the water and marine environment, shows incredible tenacity and determination. To do it in a boat called *Climate Action Now* with a small team behind her and so many well wishes on the boat (in the form of transcribed post-it notes about what they can do) shows that Lisa's message has a more far reaching impact than just her incredible journey. Lisa chose to document the experience and allow the world to share in what she was experiencing day by day in (almost) real time. Her blog gave us an opportunity to be there as she sailed every degree, the highs and lows (quite literally at times) as she surfed waves higher than we could imagine, to then sitting becalmed contemplating whether or not she really could achieve her goal this time.

Passing the point of her previous dismasting would have triggered many emotions and I wonder about her thoughts as she wrote in her log that day. Foul weather was approaching and it would have been so easy to turn and head ashore and try again another time. Lisa didn't. She kept going, weathered more storms and finally met the last degree, breaking the previous record of sailing solo around Antarctica, achieving her goal of sailing non-stop whilst becoming the fastest person to sail solo around Antarctica, below 45 degrees south, breaking Feodor's record of 102 days by doing it in 96 days and 19 hours.

That wasn't the end. Lisa then kept going to return to the point of departure. She was true to herself and her commitment to fulfil the promise to herself and her followers of returning and completing the journey when she could have turned and taken an easy route. There are so many messages there. Keep on going, (there's a song there somewhere, "When you're going through hell"),

More than that though. Lisa came from an ordinary background, she discovered sailing whilst at university and her drive and passion came from within. It is a remarkable story and one that we can all learn from in so many ways. I take my hat / (sailing cap / beanie) off to Lisa and when I think something is beyond reach, or the issues we are facing are insurmountable, think if Lisa can achieve this after almost fatal circumstances, there is a way forward and as she says, "JUST DO... BECAUSE THE WORLD IS CHANGED BY DOERS" and every thought can become an action.

Encounter at Walkers Flat – A Miss on the Murray – Lance Cowled

The skipper's election

I recently joined a family party renting a houseboat on the Murray River. The company required one person within the group renting the vessel to act as the skipper. I was elected (a bit of a favour to me since I was not the most experienced sailor present). I was required to control the vessel whenever approaching or departing any spot where the vessel was to be tied up or remain stationary on the bank. Other than a driver's licence, no qualifications were required. Before leaving the rental facility, I was shown the basics of operating the vessel, including one easy landing on the opposite riverbank. There was no requirement for me to know or even be aware of the uniform shipping laws as applicable to the Murray River. The documentation available on the boat, when I found the time to read it, recommended travelling on the right side of the river and gave instructions on travelling near vehicular ferries. No radio was available, other than a 27 MHz set that didn't work as far as I could tell – no problem, just use your phone. OK, so obviously, controlling a 36 tonne houseboat is a piece of cake, right?

The first landing

My first landing was a little different to the easy training run. I selected a spot on the outside of the curve of the river (first mistake) with tree branches overhanging the bank (second mistake). The outside of the curve is deeper, as I should have realized, so the mud that had stopped us gently on the training run wasn't there. Too late, I realized my errors. Luckily, it only cost us two wine glasses that slid out of the bar plus a bottle of wine. Mortified, I picked up the broken branches littering the decks and reported the incident to the company.



They assured me that the boat would be OK if the insurance excess box had been ticked – and that the boats are built tough to cope with heavy landings. Yes – they build them tough in South Australia. Anyway, the box had been ticked. The family will henceforth regard that spot as 'Cowled's Landing' no 2. That obelisk you see has been photoshopped in by one of my sisters – the real Cowled's Landing is on the Eyre Peninsula near Whyalla.

Navigating the Murray

All too easy, yes? After all, you can only go one of two directions and you can't jump into another river. Still, in the event of a medical emergency (and we were in our sixties and seventies), the emergency services would need to direct us to the nearest landing place they could reach, so I always had to know where I was to within a few hundred metres.

The river has numbers nailed to trees, showing the distance in km from the river mouth. Here we are, tied up near one of them, 182 km.

Navigation and music

As you can see, the sign is not very big, but we managed to spot most of them, and I kept a timer running so I could quickly estimate the distance run with my handy little nav slide rule. Each km sign spotted was logged.

We cruised up as far as Swan Reach, enjoying the lovely scenery of the river. Over the millennia, it has cut deeply into some of the terrain, so in parking on the inside of the curves, as I had now learned to do, we had the cliffs behind us. I'm a horn player, so it was fun to practise my horn on the top deck and listen to the echoes of my music.



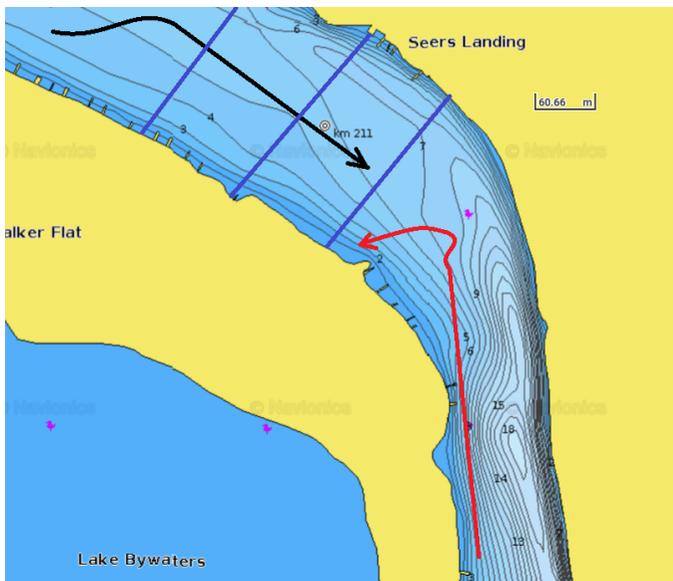
It was also fun to do celestial navigation practise. At the mooring shown above, it was possible to get an early morning sighting of Venus diagonally across the river, allowing about 500 metres of water to the opposite bank. I used the dip short technique to estimate what an open ocean height of the planet would have been – and got a line of position within about a mile of the GPS. That would be close enough for ocean navigation. The original inland navigators who mapped the Murray would probably have done better, of course, but they probably used the sun on water pans, rather than dip short. Perhaps one day I'll see the ocean again without being surrounded by coastline! The D'Entrecasteaux is lovely, but I'd like an ocean horizon.

But what about the 'Encounter on the Murray?'

The encounter

The map fragment here (modified from a Navionics screen capture) shows our houseboat's path to the best of my recollection in black and a similar vessel's path in red. The three blue lines across the river show the 4kt max speed zone around the Walker Flat ferry. When approaching the ferry crossing, we sounded the horn about 250m from the ferry, checked for opposing traffic, slowed to minimum speed, and moved to the centre of the river. At that stage we could not see the other vessel, so the southernmost part of its track shown is a guess. We first saw it on the western side of the river, near the bank.





We received the green flashing light from the ferry, signalling permission to cross the ferry cable zone. Our standing instructions were to increase rpm to about 3000, to regain the 4-knot speed and limit the time blocking the ferry. As we crossed over the ferry cables, another houseboat appeared, rented from the same company, a sister vessel. We were now in a head on situation. I reduced power and started to turn to starboard, but the other vessel started to

turn to port to intercept us. I stopped my turn. The other vessel now began to turn to starboard - more confusion. A person then came out of the other vessel's cabin and pointed vigorously to his left, making it clear that the other vessel would now turn to its left and approach the bank. I finally turned our vessel to port to avoid the other vessel and passed safely to its northeast. At no stage were either vessel's horns used to make a sound signal. A comedy of errors, but a collision of two 36-ton vessels might not have been funny, even at 4 knots.

What did I get wrong? I think:

- The other vessel should have been cruising on the eastern side of the river, as per the River Murray Traffic Regulations rule 8 – virtually identical with ColRegs rule 9 (narrow channels). But when the other vessel appeared on the wrong side and headed for me, such considerations were purely academic.
- We could both have sounded our horns to indicate our intentions – although I suspect that the other vessel's master would not have understood the reason for the horn being sounded.
- I might have asked one of my crew to point in the direction I intended to go, as the other vessel's master did.
- We should also have both sounded our horns to warn other vessels possibly approaching the sharp bend in the river.
- Perhaps both vessels should have been monitoring channel 88 on 27 MHz, or channel 16 marine VHF. We could then have talked to each other.
- I could have studied the Murray River Traffic Regulations before the rental commenced. I had studied the ColRegs only.

Back to Cowled's Landing #2

The rental ended on a Friday morning, so we had to park up near Mannum on Thursday night. Incredibly, all the best spots were taken by other houseboats and the sun was close to setting on Thursday evening as I considered my options. Our boat was not permitted to travel at night, so a spot was needed very soon. I knew of only one spot that I was sure I could get into. The low hanging branches were no longer an issue, so I decided to go back there. Having logged all the mooring places I'd used with GPS, that part was easy. This time I moved in very carefully and just touched the tree roots along the bank gently, to the approval of my family. And so, back at Cowled's Landing No 2, the sun set on our houseboat holiday.

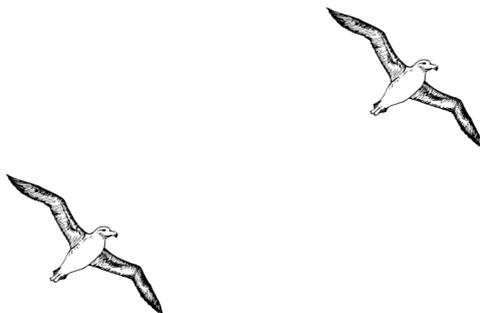


Fair winds and following seas!

Winter forum: Main engine, fuel and lubricant filter replacement – Tony Peach

The forum went well with 18 members present. Tony Peach delivered a well-balanced technical to basic presentation covering both fuel and lubrication filters and the potential problems associated with changing or neglecting them. He followed this up by answering many questions and a general discussion.

To see Tony’s very professional presentation go to the website www.cyct.org.au
| Member Menu | Documents | General boat/yacht information | Maintenance | Fuel and lubrication filter replacement | download



Time to change to an electric motor? – Elena Manighetti

This article is from the Deckee newsletter, published online on 20th May 2022. You can download the Deckee app for free. Deckee is MAST's official boating app.

Electric boat motors are the modern, environmentally friendly alternative to diesel and petrol (gas) inboards and outboards. They're quieter, emission-free, clean, and need very little maintenance. What's not to love?

But would an electric engine be suited to your boat and your boating habits? The answer varies wildly depending on the vessel you own and how you use it. Technology is evolving and the performance of an electric motor still needs improving. In the future, we will all probably own electric boats and cars. But, at the moment, you need to do some in-depth research.

In this article we look at the factors you should consider when making your own decision.

Speed

Electric inboards and outboards can't travel very fast. They aren't able to bring a hull up to planing speed or to cruise fast (10 knots or so). For this reason, electric motors aren't suited to speedboats - at least not affordable recreational ones.

However, they can be a great choice for boats with a displacement hull, such as sailboats, dinghies, kayaks, and more. If you own a small to medium size boat that isn't too heavy and you don't need to travel at over 5 knots, an electric engine can make a good means of propulsion.

The slower you go, the longer the battery will last, offering more range. As a rule of thumb, a displacement boat travels most efficiently at speeds up to 60% of its hull speed. This means you will need to adapt to going slower than you're used to in order to have a decent range.

On-board energy storage

Electric engines need big, heavy batteries. This is why even a small, sleek electric outboard weighs a lot. The more powerful you want the engine to be, the more batteries you'll need to store on board, so your boat will get weighted down. Can your vessel take the extra weight? Remember that such batteries are very expensive at the moment.

Cost

The price of electric motors is still very high compared to traditional engines, so making the switch wouldn't save you any money in the short term. In the future, you won't need to purchase any more fuel and you won't need to do as much maintenance on the engine, but this doesn't offset the initial investment for a long while.

Maintenance

Electric motors only have a few moving parts and don't require oil changes, lubrication, drive-belt replacements, and more. This shaves considerable time and money off their maintenance. Some newer engines with lithium batteries can cause electrical faults or errors, just like a modern appliance. Replacement parts are only available in big, modern boating centres, so you should bring some spares if you intend to travel to remote places.

Why get an electric motor for your boat?

To conclude, let's sum up the advantages of installing an electric motor on your boat.

- It makes virtually no noise
- There won't be any oil leaks or fumes
- It produced zero emissions
- Your boat will be cleaner
- It doesn't produce noise pollution above or underwater
- You won't need to buy fuel any more
- It's low maintenance
- Fuelling up can be done at the dock or via renewable energy.

If these pros sound good to you, you're happy to boat slowly, and you're ready to make a significant investment, an electric motor might be right for you. If instead you'd like to be able to travel faster and further and you can't justify the higher cost, you may be better off waiting.

.....

Quiz answers

1. When the body drops below 35o , hypothermia occurs which results in uncontrolled shivering and mental confusion. If the body temperature continues to drop, unconsciousness will occur, followed by death.
2. When operating a vessel of any length outside sheltered waters.
3. Diver below – keep clear
4. Only vessels over 25 metres in length or tugs may use the main navigation span and only after permission is granted from Tasports' VTS (Vessel Traffic Services). Vessels 15 – 25 metres in length may transit through the secondary span (each side of the main span). The east span is used by traffic bound upstream and the west span is used by traffic bound downstream. All other vessels must use the other spans of the bridge. Every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under the command of a pilot.
5. An EPIRB or Personal Locator Beacon, a VHF radio and a flare kit. If paddling in a group of three, only one is required to carry this equipment.
6. This is the international Code Flag H and it indicates that the vessel has a pilot on board. The flag is used when ships are approaching their berth and are under the control of a pilot.

Reference: *Tasmanian safe boating handbook* by Marine and Safety Tasmania, 2020.

General Meeting Minutes, Tuesday 7th June 2022

1. Opening

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

2. Rear Commodore

David Bowker introduced guest speaker Barry McCann who spoke on “Tas Maritime radio; What’s it all about?” There were several questions following the presentation.

3. Secretary

Attendees and Apologies

Attendees taken from online registration.

Apologies:

Mike Powell

Scott and Rachel Poulter

Chris Brierley

Phil Bragg and Barbara Weetman

David Mitchell

Christine Barwick

Stan Pickering

There were 32 Club members and guests in attendance.

Minutes of the last General Meeting (3 May 2022)

Motion - The minutes of the previous General Meeting held on 3 May 2022, as published in the *Albatross*, be signed as a true and accurate record of the meeting

Proposed: Andrew Boon Seconder: Mark Stephenson Carried

Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes

Nil

4. Membership Officer

There were no new members to be introduced.

5. Vice Commodore**What’s happened**

Report from Vice Commodore Mark Stephenson who noted:

- The navigation rally was very successful with 10 boats and 26 people. He thanked Derek and Marion Stoneman for the excellent course they prepared.

- Lodge Bay was cleared of some oyster shells the next day to create a 10m clear launching area. He thanked Alan and Dinah for organising the cleanup.

What's to come

- Cygnet dinner has 46 booked and Franklin is sold out.
- 8 or 9 boats are registered for the Dark Mofo constitution dock event
- The anniversary dinner is booked into the Greek club for 27 August and the cost will be \$79.
- The nominations for the Cruise of the Year close at the end of June so please make your nominations now
- Please provide any feedback on the draft cruising calendar for next season.
- Finally, a reminder to let Mark know when you use the club moorings. These moorings were serviced on the 5th May 2022.

6. Treasurer

Treasurer noted that the QBE insurance and RYCT contract had been paid and that the fees for next year would remain the same.

7. Commodore

The Commodore reported:

- Tribute to the Treasurer for his assistance in creating the PESC agreement. This agreement has been approved by the committee and copies are available at the back of the meeting and it will be published in the next Albatross. CYCT will be acknowledged by a suitable plaque in the clubhouse.
- Collection of microplastics has become a significant issue and bins are being placed at key places around the Channel.
- That the club has a KPI of mentorship and learning. She asked for any members who could assist Lance with advice on entering and leaving a marina.
- Acknowledged the good work of the Albatross editor Julie

8. Women on Boats

Sue reported on activities for the month. She described it as a “fabulous” month. They had a workshop on knots with another one to come. The Commodore will be running the next meeting as Sue is on holiday.

9. Other Business

Paul Kerrison made a plea for every member to bring forward interesting stories for the Albatross. It is vital that all members contribute as the editor can't be everywhere. He also asked for new photos for the website which needs some new material. Please don't send photos in which people can be identified.

He also noted that the winter forum only had 3 people registered and that it would be cancelled if there were less than 20 people.

10. Next Meeting

July 5th at RYCT 7:30pm

11. Close

Meeting closed at 904 pm



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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 3 May 2022

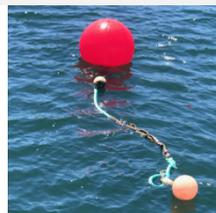


North Simmonds Bay, Bruny Island Number 2 - 7786.

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 on 3 May 2022.



Members' Buy and Sell

Club members may advertise marine items free of charge in Buy and Sell.

Contact the Editor.



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.

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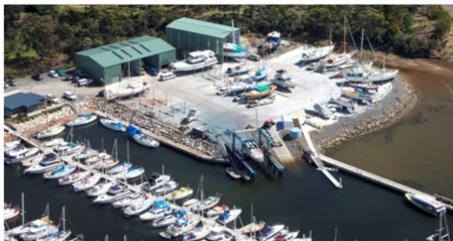


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