



# Albatross

Volume 49 No 1 February 2023

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

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

**Committee Members**

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<b>Vice Commodore</b>	<b>Mark Stephenson</b>	<b>0438 854 380</b>	<b><i>Crown Venture</i></b>
<b>Rear Commodore</b>	<b>David Bowker</b>	<b>0418 136 493</b>	<b><i>Duet</i></b>
<b>Treasurer</b>	<b>Jean Pierre Corgnet</b>	<b>0478 144 650</b>	<b><i>Vivante</i></b>
<b>Secretary</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va and Escapade</i></b>
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<b>Elected member 1</b>	<b>Blair Bryant</b>	<b>0488 701 000</b>	<b><i>Stardust</i></b>
<b>Elected member 2</b>	<b>Bastian Siedel</b>	<b>0448 357 027</b>	<b><i>Blue Crystal</i></b>
<b>Membership Officer</b>	<b>Sue Powell</b>	<b>0458 089 013</b>	<b><i>Yaraandoo II</i></b>
<b>Warden</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va and Escapade</i></b>
<b>Webmaster</b>	<b>Rob Greenwell</b>	<b>0448 348 395</b>	<b><i>Cuvee</i></b>
<b>Quartermaster</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va &amp; Escapade</i></b>

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

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Cover page photo: *Gradiva*. Southport to Dover. Photo by Mark Stephenson

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### Not a CYCT Member?

Visit our website at [cyct.org.au](http://cyct.org.au). Click on the 'Join now' button and complete your membership application online. If you have any questions please contact the membership officer: [membership.officer@cyct.org.au](mailto:membership.officer@cyct.org.au). 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**



Welcome to the first issue of the Albatross for 2023. So far the weather gods have smiled on us, making for delightful cruising conditions. Long may it last!

There is some great reading in this issue of your newsletter. Apart from the usual reports there is another episode from Erika Shankley recounting the adventures of the Reverend Fred Fairey and his trusty canoe. We can look forward to more of these stories in the April, June, August and October issues.

There is also an interesting and informative article with lots of photos from Jackie Zanetti and Alex Papij who have been following the contestants in the Golden Globe Race as they make their compulsory stopover in Hobart.

Don't miss a spectacular photo of Ian Johnston's *Juliene* in Triabunna which is best seen in colour so make sure you check it out on the web version of the *Albatross*.

And finally, read to the end to learn the secret to keeping mushrooms fresh while you're on long cruises!

As always, please keep those articles coming in with accompanying photos if possible. The deadline is the 19<sup>th</sup> of the month.

Answers to the quiz – page 34



**To Splice the main brace**

The main brace was a long and heavy rope, several inches in diameter, used to trim the main yard on which hung the main sail. If it broke or was shot away in battle, it had to be unreeved from its hooks, brought down to deck and spliced together.

This was heavy and highly skilled work and was rewarded with an extra tot of rum. The order 'Splice the mainbrace' later came to mean that all the crew were awarded a tot on a special occasion, a victory for example or a royal visit. For example, on the signing of the Treaty of Versailles that formally ended WW1 on 28<sup>th</sup> June 1919, the order 'Splice the main brace' was given throughout the fleet.

[www.grammar-monster.com/sayings\\_proverbs/splice\\_the\\_mainbrace](http://www.grammar-monster.com/sayings_proverbs/splice_the_mainbrace).

**CYCT CALENDAR..... Check the website for more details****TUE 07 FEBRUARY****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT. Guest speaker Chris Francis with a few stories from his rounding the Horn.

**THU 09 - TUE 14 FEBRUARY****Nubeena Cruise**

If the smell of freshly applied varnish to timber is all too much for you, the lure of renting out your marina berth for a short time suits and the idea of sailing somewhere without bunting, music and people everywhere then this is a cruise for you. Mind you if you enjoy freshly applied varnish, bunting, music and people everywhere then this cruise is not for you. Head to the Wooden Boat Festival ! The cruise destination is likely to be Nubeena/White Beach. CC TBA.

**FRI 10 – MON 13 FEBRUARY****AWBF**

This has to be the biggest get together of boaties known to man!

An eye watering display on land and on water that will take you a few days to see and do everything on offer. Coinciding with the Hobart Regatta, expect, on the water, to see the Parade of Sail midday Friday, a historic ketch review at 1400 then fireworks at 2100 on Sunday. Finishing with the Admiral's Sail and Regatta at 1600 Monday. There's an awful lot more happening on land too.

The CYCT will not be cruising into Hobart for this long weekend as there will be no room at the inn so come by car and enjoy the festival and all it has to offer.

**WED 15 – SAT 18 FEBRUARY****Norfolk Bay Cruise**

After the excitement of the AWBF it is time to head off to the sheltered waters of Norfolk Bay and settle back and relax for a few days. There is always somewhere nearby to seek a quiet anchorage for the night. Great beaches for walks and fossicking, swimming, a quiet fish for the elusive flathead, a day sail to nowhere or a simple sundowners amongst friends. Cruise contacts are Paul and Alison Peacock onboard Pacific Haven on 0466 184 809.

**SAT 18 FEBRUARY TO SUN 05 MARCH East Coast  
Cruise**

This popular cruise will have the experienced Paul and Alison Peacock as Cruise Contacts. They have previously provided excellent coordination of this cruise and no doubt will shine again this year. Day 1, Saturday, make your way across to Norfolk Bay to an anchorage nearby Dunalley and the Denison Canal entrance to meet up with fellow cruisers. Day 2, Sunday morning, it will be an 0800 hours transit through the canal which will have a good level of water and not much current at this time. Onwards to Maria Island, Orford, Schouten Island and Freycinet National Park but not necessarily in that order. Expect a shared curry meal ashore during this trip. Along with bright sunny days, gentle breezes, great catches of fish and shellfish and good comradery amongst fellow cruisers. Cruise Contacts are Paul and Alison Peacock onboard Pacific Haven on 0466 184 809.

**TUE 07 MARCH Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT. Guest speaker is Commodore Scott on cruising Eden to Lizard Island.

**SAT 11 – MON 13 MARCH Franklin/ Cygnet Cruise**

The popular cruise returns with a sail to Franklin on Saturday with an inspection at the Wooden Boat Centre before a meal at the Living Boat Trust. Sunday we can move to Cygnet for the Cygnet Regatta festivities. Details and costs will be advised when arrangements are finalised. Cruise Contact is Andrew Perkins onboard *Amodet* on 0419 375 500.

**SAT 18 – SUN 19 MARCH Safety Day**

Safety Day weekend will be based in Barnes Bay. Ian Johnston will again share his knowledge on many of his boating skills. Limited number of participants again this year so please register early. Cruise Contact Ian Johnston onboard *Julienne* on 0418 202 957.

**SAT 25 TO SUN 26 MARCH WOBS Sailaway**

Cruise contact Julie Porter on 0407 169 623.

## Commodore's report – Scott Poulter



The summer cruising season is now well underway with some great club cruises and plenty of club members out on the water. We find the best way to see who's doing what, is to check the Cruising Yacht Club of Tasmania's Facebook page. This is a closed/private Facebook group which can only be viewed and posted to, by current financial members of the CYCT.

If you want to join this group, go to Facebook and look up "The Cruising Yacht Club of Tasmania. CYCT" ask to JOIN. Please include your name as per your CYCT membership, the Commodore's (my) name and the name of your boat so we can confirm that you are a current member. To keep the CYCT page at the top of your Facebook feed you should regularly "Like" (thumbs up) posts on this site. Most posts include several great photos, a location or anchorage name and perhaps a bit about what's been going on. It's a great place to ask questions about prospective anchorages, how to fix something on board, etc. It's also an easy way to kick off an impromptu cruise in company, by letting the group know where you are heading and that you would enjoy some company. The Facebook page is a great way to participate vicariously in club activities, when you are too busy with other things or can't get out on the water.

Some of the posts since 24<sup>th</sup> December include *Crown Venture* at Copper Alley Bay, *Rusalka* meeting a Golden Globe Race team at the Kingston Beach gate on Christmas Day, *Pacific Haven* and *Southern Explorer* at Apollo Bay *Cirrus* at Mickeys Bay, *Gradiva* at Dover, a stunning sunset and sunrise for the fleet at Mickeys Bay, Pelican Island at Southport, sundowners for the fleet on the beach at Southport, the walk to Southport Lagoon, *Gradiva* sailing to windward from *Crown Venture*, another awesome sunset at Dover, the fleet in the NE corner of Port Esperance, *Easting Down* with six tenders heading for Josephine and Tolly's place on New Year's Eve, *Equanimity* hard on the wind, Dinah's flat pack wine bottles, Adventure Bay, Ian looking for an offcut of 32mm hose, a great sunset at Tinpot Bay from Rosemary, another great sunset at Lagoon beach from Allison, Michelle looking for a cutlass bearing puller, Chrissie at Maria Island, Richard on *Luna Seas* at Alexanders, Phillip with a huge fender to give away, *Luna Seas* in the channel in 35 knots, and the insides of one of *Trim's* winches.....

The *Albatross* is a fantastic publication thanks to the tireless work of our editor and fantastic contributions from the membership. However, we can't hope to republish everything that goes onto the Facebook Page in the *Albatross*. There are simply too many great colourful photos, interesting posts and useful information and most posts are current. So, to see everything join the CYCT private Facebook Group.

The rules are pretty obvious:

- Stay on topic – "Cruising"
- Respect other people's opinions
- try not to offend anyone
- Use your own material/photos
- Don't advertise products or services
- Nothing political, religious, ethnic, gender or potentially controversial

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## Vice Commodore's report – Mark Stephenson

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Oh my! Hasn't this year just flown? Seems like only yesterday Christmas was upon us, New Year's Eve awaited, then the decorations had to be packed away. I'm writing this mid-January, 2 weeks in, and there has been - and there will be - so much to do, with – when you read this - only 48 weeks until Christmas!

I sit at home on the back verandah, mostly with the sun shining and a temperature over 20 degrees, checking out Marine Traffic to see what everyone else is up to. Today is a Monday and I can see Club boats in the Channel, Norfolk Bay, Freycinet, Tasman Peninsula and I know there are more that aren't showing up in the north of the state too. After a disappointing spring it is so pleasing to see so many boats out enjoying what we do well - cruising in a beautiful area.

You've heard Clean-up Day is now 2<sup>nd</sup> April. Let Catrina Boon know of an area that needs our attention. Before that date is the March long weekend and you will remember the traditional June long weekend cruise to Franklin and Cygnet has been brought forward to March this year - to avoid the possible flooding river, icy roads and soggy earth under our feet. March 11 – 13 are the dates and we will be in touch soon with some final details for the dinner and tour. My thanks to Cruise Contact Andrew Perkins for sorting out the Franklin arrangements. Not much rise and fall of the tide that weekend but consider leaving early to allow you to catch the morning rising tide up the river. This weekend is also the Cygnet Regatta weekend and we wait to hear what we can join in with whilst in Cygnet.

Another date change for your diaries is the Oyster Clean-up weekend, now a week earlier on the 20-21 May.

So sitting at home knowing there is still work to be done on *Crown Venture*, I am envious of those getting out in our beautiful summer weather and hoping I too can get away in February heading up the East Coast.

Fair winds!



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## Rear Commodore's report – David Bowker

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Last month we had a month off and I hope you found time to get out on the water once the weather improved. My time seems to have been spent on painting and preparing for the Wooden Boat Festival in February.

I was involved in the Sydney Hobart Race with a couple of shifts in the radio room and I also attended the Premiers reception. It is marvellous to see the Government so supportive of the race.

### General Meeting “Sailing Around Cape Horn”

Our next meeting features Chris Francis who has recently moved to southern Tasmania and has the marina berth next to me in Kettering. Chris always believed he was a seafarer in a previous life. When the opportunity arose, he decided to test this theory and in 1995 departed England to sail across the world with his wife and two young children. Just to make the voyage more interesting he chose to do this on a replica of a one hundred year old Colin Archer yacht with no modern equipment. His journey culminated in the Everest of sailing by rounding Cape Horn. Now living in Cygnet, Chris would love to tell you a few stories about what occurred on his adventure.

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 are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 600pm.

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## Membership Officer's report – Sue Powell

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I returned from our land cruising trip (Palm Cove to Kettering) in late November and wish to say a big thank you to Scott Poulter and Mark Stephenson for carrying out the Membership Officer duties in my absence. I did attend one committee meeting before Christmas and had a training hand over with Scott prior to his cruising departure.

I look forward to meeting our new members now the monthly Club activities are commencing for 2023.

## 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.

<b>Sally Erry</b>	<b>no boat</b>
<b>John and Jenny Avery</b>	<b>Skye</b>

## PROVISIONAL MEMBERS UPDATED TO FULL MEMBERSHIP

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.

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## New Member directory from October 2022 – Sue Powell

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<i>Kingfisher</i>	Neil & Gillian Walter	0455 554 806
<i>Pandana</i>	Rick & Madaleine Payne	0411 708 060
<i>Luna Seas</i>	Richard Scarr	0417 693 740
<i>Moonwatch</i>	Graham Harris	0417 463 158
<i>Phoenix</i>	Brett, Megan, Kate & William Suttor	0408 634 552
<i>Irish Mist</i>	Gary Davidson & Cathy Sheehan	0402 339 900

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**Introducing new members**

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**Sally Erry**

"My interests in joining CYCT are to enjoy the enthusiasm and knowledge of the Women on Boats group and to meet like minded sailors who share a passion for the beauty of our island home. I'm RYA trained and have recently enjoyed delivering *Invincible* (RYCT) to Melbourne for the M2H yacht race and my longer term goal is to join a boat for the Van Diemens Land Circumnavigation. I'm also a member of PESC and have really enjoyed hosting CYCT when they visit. I look forward to meeting you all.



**Rick & Madeleine Payne    *Pandana***



Originally from UK; emigrated to Australia Nov 1999. Moved to Tasmania December 2020. Owners of multiple vessels since 1987 such as Dart 18ft racing catamaran / Peter Cole PawTucket 35ft / Dufour Classic 38ft / Dufour 32ft Classic to current vessel Rick ex-British Royal Navy. Sailed extensively with Forces Joint services across Europe. Qualified Coxswain, Commercial Offshore and RYA Day Skipper / Watch Leader Madaleine (Mads) raced extensively on Dart 18; since arriving in Australia pleasure

cruising Sydney Harbor; Pittwater (most weekends) and Whitsundays. Qualified RYA Dayskipper; currently studying Coastal Theory. We are looking to gain experience sailing Tasmania; aiming to sail East / West Coast Australia end of 2023.



## John and Jenny Avery



Here is a little bit about us. We met in Armidale in 1979, started sailing Fireballs together in 1980, and married in 1982. We raced our various Fireballs for another 10 years or so, had 3 kids, and stopped sailing temporarily. But once the kids were of a sensible age we bought a Castle 650 trailer yacht, which we raced and cruised all over NSW as a family. Our former home is in Windsor, NSW, where we lived for 27 years

and raised our family.

In 2020, John had major medical issues and quit work. Jenny retired from her flying training career at about the same time, and we thought "What next?". Tasmania beckoned; John enrolled at the Wooden Boat Centre in Franklin for 2021. Jenny rowed with the ladies of the Living Boat Trust, prepared lessons remotely, and generally kept house in our small cabin perched on the side of a hill overlooking the Huon River at Judbury. During 2021 the idea of a cruising yacht started to take shape. We spent lovely afternoons strolling the jetties of POW Bay, Sandy Bay, and Kettering looking at many fine yachts, but none that suited our budget or needs. Then Jenny found a Nordic 40 in Sydney, and we became Skye's new owners. Skye still needs many things done to improve her, but the marine survey found she was a solid and reliable build, and needed little done before our first cruise, Sydney to Hobart. Yes, a bit of a step up from racing our Castle 650 on Lake Macquarie, but hadn't John done lots of reading and attended navigation school at Bellerive, and hadn't Jenny gained her VHF and HF radio licence?

Off we set – what could possibly go wrong? To say the journey down to Eden, then across Bass Strait, and down the east Tasmanian coast was very special for us is such an understatement. It was a massive adventure, beautiful, awesome, scary, all at once. Skye was very well behaved and looked after us every

mile. Our new home is on the Huon River at Franklin, where John can participate as a Wooden Boat Centre volunteer, and Jenny can go rowing with the LBT ladies. But our new desire is to learn more about cruising, and so here we are, new members of the CYCT, to join in, learn as much as we can, and meet new friends.



## Women on Boats Sailaway – Tracey Taylor



*Tracey at the helm of Stella*

Weather forecast is good. Crew are briefed. Skippers confer. Sailing plans and destination are firmed up, so we are all set for our second WOB sail away for 2022.

*CaVa*, *Mystic* and *Stella*, make up the WoB fleet.

With great anticipation the three vessels departed Kettering on Saturday 26th November.

There were seven ladies including two friends giving WoB a trial run. The sail south proved to be more like a motor sail, with very light breezes. *Mystic* and crew eked out a decent

lead in "the fleet", persevering with sails up past Arch Rock. *Stella* had long since doused sails and motored, with no breeze to speak of. Meanwhile *Ca Va*, who departed later in the day, had picked the breezes well and enjoyed a spinnaker run down the channel.

The grey sky was an empty threat, with a calm anchorage awaiting. Settling into Deep Bay, Cygnet, it wasn't long till *Ca Va* joined the anchored pair of vessels. All smiles - everyone had enjoyed a great day. Chrissy's electric motor was well admired and put to good use ferrying crew aboard *Mystic* for another famous WoB shared feast. A convivial evening ensued, sharing stories of the day's events, cautionary tales of experiences past and many a good joke thrown in.

The wind picked up during the night and swung to the west earlier than predicted. This caused a bit of a lumpy fetch and made hoisting the dinghy aboard the foredeck of *Stella*, more difficult first thing in the morning. There's always a good reason to make use of calm conditions, to hoist that dinghy aboard, even if it's after the evening get together. Many a wise sailor will be nodding their head in agreement!

Anchors up and *Stella* headed home first, followed by *Mystic* and *Ca Va*. A terrific day of sailing ensued with a lovely, consistent westerly enhancing pleasant, downwind sailing across the run towards Pensioners Point. Of course, the Gordon triangle rarely disappoints, and this time provided a few exciting wind gusts that saw gunwales in the water and wide smiles from the crew. Prudent reefing ahead of a couple of squalls plummeting down the channel ensured a comfortable return to the Marina. The sun came out as a welcome and marked the end of another successful WoB sail away, with all crew returned safely. *Mystic* and *Ca Va* nestled back in their respective berths, while *Stella* headed back to Bruny.

Another successful skippering trip under the belt. Of course, there are lots of new learnings and a few jotted down for posterity.

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## Women on Boats reports – Bev Hitchens, Julie Porter

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We ended our WoB year on a high note, with our November meeting presentation given by Erika Shankley. Erika is an inaugural member of the CYCT and shared her wealth of knowledge on observing and interpreting the components of weather. Her recollections of time spent as caretaker on several Tasmanian Islands, including Swan and Maatsuyker, added a very practical and personal aspect to her talk. The weather was discussed in terms of a sailor's needs, i.e. forecast regions in Tasmania, cloud types and their implications, understanding sea state and wave behaviour, wind, currents, and official information verses direct observation. Erika's presentation is available on the CYCT website under "WoB Documents".

We retired to "Chillie's" in Sandy Bay for a tasty meal and more stimulating conversation.

Our Christmas party was held at my place in Kettering on 5<sup>th</sup> Dec. Attendees well and truly adopted the theme of "Shipwrecked", and much good conversation and tasty food was enjoyed by all.

This is my last report as Co-Coordinator for WOB. Julie Porter and Val Nichols will be taking over the helm in 2023, and, no doubt, you will be enjoying many and varied activities thanks to their combined efforts.

### Bev Hitchens

Now that 2023 is here, I am excited to think about WoBs.

Thanks to Bev and Sue for all they have done for WoBs; it has been so inspiring and we look forward to hearing more from them in the future.

I offered to step in to help as I would hate to lose what has been in place for many years and, with Val, hope to keep WoBs going as an innovative and committed group of women sailors.

The next meeting will offer an opportunity for those present to give a brief three minute chat about what they did relating to boating over Christmas / New Year, and one thing they learned from their experiences.

A bit of fun and I'm sure there will be many stories to share.

Action needed from WoBs: please let me know if you would like to talk for three minutes (or more) and we can then allocate time.

Email is best for me: [julie@rhonah.com.au](mailto:julie@rhonah.com.au)

### Julie Porter



WoBs  
Christmas  
party and  
Sailaway.



# Are you in trouble?

## Non emergencies

### *Engine trouble – out of fuel?*

- Call Tas Maritime Radio on VHF CH16
- Call a friend
- Call Police **131444**

## In an Emergency

### *Life and property in imminent danger*

- Call Tas Maritime Radio on VHF CH16  
**MAYDAY, MAYDAY, MAYDAY.**
- Call Police on **000**

**Are Flares and EPIRB ready to activate?  
Anchor down?**



Join Tas Maritime Radio at [www.tasmaritime.com.au](http://www.tasmaritime.com.au)

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**At Home with Al & Dinah – Alan Braddock 17/12/2022**

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This was the 4<sup>th</sup> annual collection of CYCT yachties at Al and Dinah's, not yet a tradition, but getting close. For sure, it's quite a contrast to our much loved sundowners on the beach but much enjoyed by the 30 – 40 members and friends who roll up each year. Having it close to Christmas didn't affect the attendance so we might have a repeat in December, this year.

The evening was cool but without wind and before long the sounds of conversation and good humour were getting louder and louder. All contributions of food were fantastic but the table of desserts was sensational. The table was a collection of empty plates in no time flat!



*Alex gets into the Christmas spirit*

Although well into summer, the wintery chill brought the fire pot into its own and there were no collisions on the well-worn path to and from the tap room (aka Al's snug.) On the blind cider taste test, the cider made by Alex Papij and Jackie Zanetti won, hands down. So much fun pressing the apples; well done indeed! On the beer side, the voices gave loudest praise to Al's Jolly Roger Whey & Oatmeal Stout, pulled through the beer pump, English style.

In short, it was all good, the food, the drink and the great company! Come again this year!



*BBQ chefs*

## Southport, Dover and New Year's Eve – Richard & Shona Taylor

With the Christmas festivities over and the need to escape the commercialism, the planned cruise was ready to go. With 22 boats registered and more members who had planned to drive to the New Year's Eve event it was starting to look busy but a lot of fun.

For the record the boats registered were, and not in any order of age, length, sail or diesel, old or new members, slow or fast

*Albatross, Amodet, Cirrus, Commocean, Crown Venture, Dalliance, Easting Down, Entourage, Equanimity, Exodus, Freebooter, Gradiva, Intrepid, Meltemi, Pacific Haven, Pandora, Pedra Blanca, Storm Boy II, Southern Explorer, Wayaree, Whisper HR, and Serenade.*

Our planned departure was the morning of the 27<sup>th</sup> December at 10.00 am, the obligatory radio sched was called and the popular first night stop was Mickeys Bay. The bay was very popular as were other nearby bays. Many sought protection from the strong north easterly breezes during the day which prevented our proposed late afternoon beach gathering. The tides were also exceptionally low and would have made the beach landing somewhat difficult. Some of our braver members came over to *Easting Down* for a late afternoon chat to discuss the weather options. Next morning an early exodus from Mickeys was evident, with an effort being made to sail to the Deep Hole at Southport before the forecast early south-westerly change came in. A very pleasant sail was enjoyed by all before arriving at Deep Hole. However the wind and rain prevented another beach gathering. The next morning was exceptional! The weather had improved to the point where most of the group walked to the Southport Lagoon. The fascination of almost seeing a tiger snake kept everyone focused. A very enjoyable two hours was spent enjoying the natural beauty and the history of the area. The day got better and better. The late afternoon gathering at the south-eastern corner of the beach was one to remember, with perfect photo opportunities for some of the new members who were settling in very quickly to the cruising life.



*Members enjoy sundowners on the beach at Southport*

The next day we planned to move up to Dover and selected Kent beach as our overnight anchorage as the north-easters had strengthened. Many of our yachts had a magnificent sail up to

Dover. Mark Stephenson managed to snap some great action shots to prove the benefits of sail over diesel power .... you don't really have the opportunity to put the rail down on a motor boat. Kent Beach, which is the northern most end of the main Dover beach, is really a paradise in the northerlies, and seldom used but our choice was perfect. With a clear white beach, great for swimming, kayaking and walking we all enjoyed the anchorage. The late afternoon once again drew a gathering on the beach, which was very pleasant with exchanges of stories mainly relating the terrific sail up from Southport.

With New Year's Eve the next day some planning was being done regarding our function at Tolly and Josephine's waterfront property. It was becoming evident that with the persistent north-easters the beach front at our venue for the next morning may prove to be a bit bouncy for anchoring compared to our peaceful Kent beach.



*Easting Down tows dinghies to Josephine and Tolly's place.*

We offered the option of transporting some members on *Easting Down* and trailing their dinghies to reduce the number of yachts having to re-anchor. This proved to be popular although the wet beach landing by some did dampen their afternoon.

With 53 people attending, including eight who drove down, it was obviously a popular venue.

In true form Tolly and Josephine and their tireless young son Mathew, opened up their home to everyone in the early afternoon; their generosity never ceases to amaze us. BBQ's were set up, baked potatoes provided, ice cream dessert to top it all off. The weather was perfect again, with the afternoon finishing around 6.30. A very civilised New Year's Eve considering most of us probably 50 plus years ago were just preparing to go out and paint the town red! How times change.

We dropped the mooring and delivered our guests back to Kent Beach. Some of us had quiet celebrations and if some saw in the New Year it must have been a quiet one.

We concluded our cruise at Kent Bay and while others stayed for a day or two, we moved further north and travelled to Biddys Beach for a quiet night with a few club members. Home next day.

I think that one thing that was particularly different this cruise was the use of mobile phone text messages to all members who were participating on various days. My radio had a problem and was not heard by everyone so I reverted to my phone.

I had a lot of comments from members who were pleased that they were kept well informed. It was made very easy by compiling all the phone numbers as a group and sending one message. This may be an option for future cruise contacts as it does make communication very easy.

## Quiz

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1. How old was the youngest sailor on the solo trip around the world in May 2010?
2. Shank, crown, stock, and fluke will all be found where?
3. What has happened if a yacht is 'taken aback'?
4. What are "warps & springs" used for?
5. What does it mean to 'splice the mainbrace'?
6. What is the roach of a sail?
7. If your yacht has a spanker, how would you use it?
8. If your yacht has gudgeons and pintles, where are they?
9. Which two colours are used for their high contrasting qualities, in varying pattern combinations, on what are known as the 'cardinal mark' buoys that warn of major dangers to shipping?
10. A heading of one eight zero will take you which direction?

[https://www.funtrivia.com/quizzes/sports/sports\\_other/sailing.html](https://www.funtrivia.com/quizzes/sports/sports_other/sailing.html)



*Juliene* was the showboat for the evening component of the Triabunna Squid Festival.

With a large generator down aft, heaps of lights, 4 musicians, film playing on the junk rig sail and 6 huge speakers we made a lot of noise. The room in the harbour was 40 by 100 metres with 10 to 12 knots of wind. Good fun but a bit stressful.

Ian Johnston

Photo by Alistair Bett

(best viewed in colour in the online version of *Albatross*)



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## Storm Boy II, number 4 – De and John Deegan

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As we wait for favourable weather to cross Bass Strait and head for home, it is a good time to write an update on our travels. However, Bermagui seems to be keeping us busy.

After leaving South Australia we had another enjoyable stop in Port Fairy before heading into Port Phillip Bay. Our first stop was at Blairgowrie marina on the Mornington Peninsula where we were catching up with old cruising

friends.

On the advice of friends, we headed up the bay to Yarra's Edge marina in the heart of Melbourne. This was a fantastic spot to explore all that Melbourne has to offer, and at \$55 per night (outside peak season), it was a bargain. Although there was not a security gate we never had any problems and it was quiet! The onshore facilities were excellent and tram stops a short walk across the Webb bridge. We enjoyed a full week in the city but were ready to head to quieter anchorages.



Twenty-four hours later John tested positive for COVID and then passed it on to me. Luckily, it was more like a bad cold for the two of us. We were able to isolate and recover between Phillip Island and Refuge Cove on Wilson's Prom. Unfortunately, there were no trips ashore.

Once we were feeling better we decided to get an early start and cover the 100 miles to Lakes Entrance while conditions were good. The entrance to the Gippsland Lakes is continuously dredged and depths of 3.5m are usually maintained. There are excellent details of the entrance in the *Cruising Victoria* cruising guide. In fact, this is a fantastic guide for both Victoria and the Bass Strait Islands.



By the time we arrived at Lakes Entrance we were testing negative, so we took the opportunity to go into the town marina to wash bedding, towels and everything else to make sure we were covid free. We enjoyed 10 days exploring some of the Gippsland Lakes and went as far west as Paynesville. This is a marvellous cruising ground, made easy with many free docks, plenty of spots to provision, good cafes and beautiful anchorages to get away and have a quiet time. Koalas can be easily spotted on a walk around Raymond Island. We had the rare opportunity to watch juvenile pelicans learn to fly near Sperm Whale Head.

The weather was turning cold and conditions were right to head to Eden. The jetty at Flagstaff, just inside the entrance, made for as easy getaway. The 134 miles to Eden put us not only on the east coast but back in familiar territory.

One of our favourite spots on the east coast is Bermagui, a forty mile trip from Eden. The secure harbour, affordable marina, good provisions and enjoyable swimming make it a perfect stop. On this trip instead of doing a few overnight passage to Sydney we explored a few new harbours, which meant it was day passages all the way.

One of our favourite spots on the east coast is Bermagui, a 40 mile trip from Eden. The secure harbour, affordable marina, good provisions and enjoyable swimming make it a perfect stop. On this trip instead of doing a few overnight passages to Sydney we explored a few new harbours, which meant it was day passages all the way. The anchorages on the way to Sydney Harbour have been covered in other articles and are well documented in Alan Lucas's *Cruising the NSW coast*. In the past we have enjoyed good stops in Broulee, Batemans Bay, Jarvis Bay and Port Hacking. On our trip north this year we did discover a few new places to add to our list of cruising the NSW coast.

The new bridge (12m at HW) across the Clyde River in Batemans Bay allowed us access to Nelligen, 12 miles upstream from Batemans Bay. We had a lovely few days hiding from strong winds and enjoyed the sleepy village of Nelligen.

Our next stop was Greenwell Point on the Crookhaven river (15 miles north of Jarvis Bay). We found the entrance excellent and thought it would be accessible in most weather. We had a comfortable night to the north of Greenwell Point. More details can be found in Lucas's guide.

There is now a gem of a marina 30 miles north of Jervis Bay and 50 miles south of Sydney....Shellharbour Marina at Shellcove. This is a new state of the art marina with a deep all-weather entrance. The amenities block is yet to be completed but the temporary facilities are excellent and kept very clean. Within the complex there is a Woolworths, BWS, tavern, cafes, chemist, bakery, and a community garden plus a few other shops. If you feel you need more shopping, there is a bus to a huge Stocklands shopping centre.



Better yet there is a beautiful beach and the old village of Shellharbour is an easy walk with some lovely cafes and shops. The above photo is just inside the entrance and the approach to the marina.

We then spent the next few months visiting favourite anchorages and catching up with family and friends. De flew out of Mooloolaba to visit family in the USA; and while she was away John cruised north to Burnett Heads via the Sandy Straits. Once De was back onboard *Storm Boy II* John was keen to move on. We enjoyed several beautiful days and De's birthday in Pancake Creek. The weather held and for once we had absolutely perfect weather to enjoy Lady Musgrave Is. These days there are many moorings and although there are lots of day tourists there is plenty of time to enjoy the reef and island when they are gone.

The year was getting on and it was time to turn south and head for Tasmania.

We arrived back in Kettering just two weeks short of a year.

## **Extract from The Voyage of the Evangelist by the Rev. Fred CB Fairey where he crosses the bar at St Helens – Erika Shankley**

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(Originally published in England in the Boy's Own Annual, volume 4, 1882)

Rev. Fairey had imported the 'Rob Roy' canoe from England. It was built of oak, mahogany and cedar, copper fastened and varnished - length 12 feet, depth 12 inches, beam, 28 inches, weighing 79 pounds. The vessel had a mast and sail and various lockers in which to stow stores. His voyage took him just under a month, setting off from Forth, on Tasmania's north-west coast on Monday 27<sup>th</sup> January, arriving in Hobart Town (as it was then known) at 9pm Monday 24<sup>th</sup> February 1879.

His journal, first published in the *Boys' Own Paper*, describes the crossing of the bar at Georges Bay to St Helens. ...

*"On Tuesday, February 4th, after a good night's rest, I put my head out of the front door of the canoe cabin at about 6.30am. It was a dull morning, but no sign of rain, wind light from the south-east. A good breakfast of toast, broiled chops and eggs prepared me for my day's work. It was my intention to sail around Grant's Point, enter George's Bay and a visit the township of St Helens.*

*Everything being packed, I pushed the canoe off, and paddled round Grant's Point with a light wind ahead. After rounding the isolated rocks lying under the point, I opened up the entrance to George's Bay and came in sight of the beacon marking the course for the channel. I had been warned that George's Bay Bar was a dangerous place, and I could see by the line of white-crested waves that the sea broke from shore to shore. The entrance was very narrow and both points are surrounded by rocks. Seeing that everything was well secured, I turned the bow of the canoe towards the bar, and the wind being fair, the sail was hoisted. As I passed between the Heads I noticed that the break on the bar was only occasional, and resolved to keep the canoe in the channel judicated by the beacons; but in doing this the sail shifted (jibed) and the canoe nearly broached, two breaking waves caught my tiny vessel underneath the broadside and the little craft's stability was severely tested; but she refused to capsize, and using both rudder and paddle, I soon had the canoe's bow the right way. In a few moments the broken water was passed and shortly afterwards the broad expanse of George's Bay opened up before me.*

*The sea breeze now came up behind me, fresh and steady, and I was able to make good way against the ebb ride. The sun shone out brightly and the shores of the bay, clothed with trees and grass, presented a pleasant sight. I passed what appeared to be a deserted cottage and, shortly afterwards discovered a line of posts and buoys marking the deep-water channel.*

*The great drawback to this bay is that it is so shallow; the water leaves bare extensive mud flats at low tide which are not only unsightly but have an offensive smell.*

*The canoe having touched the ground more than once, and the tide ebbing, I was glad to follow the posts and small buoys laid down to mark the channel. The Heads had been left behind some miles but as yet there was no sign of a township. But at length, turning round a point I came in sight of a number of houses, a small wharf, and a bridge crossing the river that runs into George's*

*Bay while a number of boats and one or two small yachts lay anchored off the wharf. The wind became light, I had to take to the paddle in order to stem the tide.*

*A gentleman crossing the bay in a sailing boat hailed me as I drew near the wharf. "Is that the Rob Roy canoe?" he shouted. When I told him it was, he waved his hat and said, "Welcome to St Helens." It appears that he had read about the canoe in the papers and expected that I would put into George's Bay. It was very pleasant to receive such a kindly greeting."*

Having reached the shore, Rev. Fairey was able to store his canoe in the local court house. That evening, before retiring to the local hotel, he gave an account of his voyage to the residents of St Helens. Continuing his voyage the following morning, he headed back across George's Bay and the bar.

*"... I got everything ready for a start, arranged the fresh provisions in small packets and then, accompanied by quite a number of persons, the canoe was carried down to the water. Mr Dawson, the police sergeant and his family, storekeepers, the manager of the bank, and others came out to see the last of the canoe. After embarking and being pushed into deep water, I took off my hat and bade them farewell. The friends responded by three hearty cheers. Waving my hand, the sail was hoisted – the canoe started down channel at about ten in the forenoon.*

*On getting round the first point, I found the wind ahead, but the ebb tide assisted me in getting down to the Heads. Once I grounded on a bank and had to get out and pull the canoe into deep water. About twelve o'clock I entered the narrows and landed on a sandy beach to have a look at the bar and the sea outside. Climbing up the hillside I obtained a fine view of the entrance and the sea. There did not appear to be many breaking waves on the bar and the wind was light and the sea smooth outside. As I sat on a rock close to the beacon, I noticed what seemed to be the best channel and after having my lunch I stepped into the canoe, pushed off and a strong ebb tide soon swept me to the bar. What wind there was, came from ahead, so that paddle in hand, I felt my little craft rising to the swell of the sea."*

The next episode of the Reverend's adventures will be retold in the April issue of the *Albatross*.

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## The forgotten mushrooms – Mark Stephenson

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I really enjoy fried mushrooms with a dash of Worcester sauce on toasted sourdough when I return from my morning dog walk. Whether at home, or onboard *Crown Venture*, settling back with a mug of tea and a tasty cook-up is very satisfying.

During winter this year I bought mushrooms to take away and not wanting to use the usual paper bag as they get squashed and dry out, I tried a different approach. Slicing them up and wrapping in paper towel then packing the pieces into a plastic box to be then kept in the fridge.

Then I loaded up, forgetting to pack this plastic box. So there was no returning from the dog walk with mushies for breakie!

Arriving home three weeks later, expecting to find a biological experiment had gone wrong in the fridge, to my amazement the mushrooms were as fresh as when they were packed.

Roll forward to our recent December/January cruise where, along with ham and turkey, fresh veg and salads, drinks, the fridge was loaded up to the brim. With brunches, late lunches and overstuffed dinners, the mushrooms were forgotten, sitting at the bottom of the fridge. When unpacking the boat and loading up for the drive home, I find the two boxes of mushroom ready for action.

Moral to this story: slice up the mushrooms, wrap in paper towel, store in a plastic box and keep refrigerated. Then don't forget to eat them!



## The Golden Globe Race comes to Hobart – Jackie Zanetti

Four years ago Alex and I became seriously addicted to following a yacht race, which is interesting since neither of us are racers. The Golden Globe Race is a solo, non-stop, round the world race in small vintage yachts using 1960's technology. Don McIntyre developed this race to repeat as closely as possible the conditions of the original Golden Globe Race of 1968, which was won by Robin Knox-Johnson, in *Suhaili*, the only boat to finish the race.

In the 2018 edition there was plenty of drama and excitement. Eighteen boats started the race, six returned to France. Five entrants retired for personal reasons, three retired due to gear breakage and five retired losing their masts. At times the fleet was spread over thousands of nautical miles, and at times it was a close competition.

We were hooked – we followed the progress of the fleet on a YB tracker site and got to know the individual personalities through weekly safety calls made to the race organisers. The race has a mandatory “gate” at Kingston Beach where the entrants are required to stop for at least 90 minutes to drop off films and letters and be interviewed. We were fortunate enough to go out on the water to greet each of the entrants with a welcome sign as they came through Hobart, including interviewing Mark Sinclair on *Coconut*, the last boat in the race, which came through three years later after a long stop in his home town of Adelaide!



*Mark Sinclair on Coconut*

### Four years later

In September 2022 the second edition of the race began. This time sixteen boats made it to the start line. As of writing, three entrants retired for personal reasons, four retired due to gear breakage (mainly windvane steering, but also one bowsprit broke), one boat ran aground, one sank, and one had to stop in Cape Town to remove barnacles, leaving six boats in the race.

Alex and I wanted to greet each of the entrants as they arrived at the Hobart gate. This meant being ready to go out in *Rusalka* at any time of the day, on any day. As it happened, the first few arrivals were just in time for the holidays, so our plans for a relaxed Christmas in a quiet anchorage were scuppered!

First to arrive (24/12) was the Englishman, Simon Curwen on *Clara*, a Biscay 36 cutter. It was a bright, sunny Christmas Eve afternoon and several boats came out to the Iron Pot to meet him. The GGR team were in a borrowed big red RIB, which unfortunately had a catastrophic engine failure mid-Derwent and had to be towed in by Simon's support team on a DSS launch.



*Simon Curwen on Clara with broken down RIB.*



*Clara*

Because of the RIB breakdown, we volunteered to take the GGR team and film crew out on *Rusalka* to meet the second boat which was due to arrive sometime on Christmas Day. We slept on board in the marina overnight hoping that Santa could find us there. In the morning, over coffee and presents we decided we had enough time to drive home, water the garden, cook the Christmas turkey and have lunch before the next boat arrived, but our home oven died one hour into roasting the turkey and so we quickly packed up and raced back to the boat. At 3:30 the bird came out of the boat oven, was wrapped up tight in foil and layers of towels and stowed in the aft cabin just five minutes before the GGR team (Don, Jane, a cameraman and boom operator plus gear) arrived ready to set off.

We (with Don dressed as Santa) greeted Kirsten Neuschäfer from South Africa, on *Minnehaha*, a Cape George 36 cutter, at Dennes Point and then sailed in to Kingston where Kirsten rafted up to us for the interview. After the interview she did a little work on her boat and set off around 8



The GGR team and Kirsten

pm. It was a long day - we finally got home at 10:30 pm and opened up our turkey to find it hot and beautifully cooked, so we had a late Christmas supper.



Thank goodness no boats arrived on Boxing Day – we needed a rest! But on the 27<sup>th</sup> December the third entrant, Abhilash Tomy from India was due to arrive on *Bayanat*, a Rustler 36. We were hosting Don and Jane again (this time without the film crew) and it was a hot and windless day, meaning that *Bayanat* was slow coming up Storm Bay. We bobbed around near the Iron Pot for many hours waiting, hoping that Abhilash might choose to use some of the

25l of diesel that they are allowed to motor up the Derwent! He finally arrived around 5:30pm, accompanied by *Odalisque* carrying his support team and sponsors. Abhilash picked up the new public mooring in Kingston Beach and decided to stay overnight to get some sleep and wait for some wind.



*Alex supporting Abhilash on Bayanat*



We thought we might miss greeting the fourth boat to arrive as our grandson was visiting for the New Year weekend, but when we saw that he would arrive in the night we decided we could sneak out for the night. Michael Guggenberger (Capt. Gugg) from Austria arrived on *Nuri*, a Biscay 36 ketch around 3 am. We stayed to watch the interview take place and then made our way sleepily home, arriving at 6:30am, in time to have a one hour nap before taking our grandson and his parents to the airport!



*Approaching Kingston Beach at midnight*





We had a two week break waiting for the last two boats to arrive. South African Jeremy Bagshaw on *Olleanna*, an OE32' arrived on 16 January. He had been struggling with a load of barnacles slowing him down and was low on water and food (and without a working engine) and so decided to stop in Hobart, resulting in him dropping out of the rankings and into Chichester class.



*Jeremy Bagshaw on Olleanna accompanied by CYCT boat, Seabird (John Tisdall)*

We met the final contestant, Englishman Ian Herbert Jones on *Puffin*, a Tradewind 35, as he sailed up a blustery Storm Bay two days later. He was very happy to see us – the first people/boat he had seen since leaving South Africa on the 24<sup>th</sup> November!



The story continues, as each of the boats sails on to Cape Horn and back up the Atlantic to the finish in France. There are many ways to follow the story if you are interested – Facebook, YouTube, Twitter, Instagram, etc. A good first stop is the GGR website: [www.goldengloberace.com](http://www.goldengloberace.com).



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Answers to the quiz.

1. 16
2. In the chain locker
3. It is caught with the wind on the side opposite that for which the sails are set
4. Tying up a vessel to a jetty or harbour
5. Have an alcoholic drink
6. The outward curve in the after edge of a fore-and-aft sail
7. It's used as a small light sail, always in conjunction with a spinnaker.
8. On the stern and the rudder
9. Black and yellow
10. South

### 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.**



## **Minutes of the General Meeting, Tuesday 6<sup>th</sup> December 2022**

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### **Opening – Chair**

- The Commodore opened and chaired the meeting at 6:00 pm and thanked Tas Maritime Radio for hosting the meeting. The Commodore introduced Barry McCann to speak.
- Barry gave an excellent description of facilities, services, operator training, history of TMR and recounted several interesting stories.
- The Commodore noted that CYCT has 155 vessels, 97 listed as TMR members, 11 not listed but TMR members and 43 CYCT members that are not members of TMR. The Commodore thanked Barry for his excellent presentation.

### **Rear Commodore – Guest Speaker Presentation**

- Rear Commodore confirmed the guest speakers for the next three general meetings, noting there will be no meeting in January:
  - Currently no speaker is confirmed for February. Kathy Veel suggested as possible presenter.
  - March 2023 – Scott Poulter Commodore – Cruising from Eden to Lizard Island
  - April 2023 – Barbara Frankel - Knotts

### **Secretary**

#### **Attendees and Apologies**

Registered on-line or sign in at the door

- Apologies in advance: Jean-Pierre Corgnet, Bastian Seidel, Julie Macdonald, Rob Greenwell
- Any other apologies: Michael Rowland, Sue Powell & Partner, Tracey Taylor, Judy Boon

#### **Minutes of the last General Meeting**

*Motion* - The minutes of the previous two General Meetings held on 4/10/22 & 1/11/2022, as published in the November & December *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: David Boker      Seconded by: Mark Stephenson      Those in favour: carried

### **Membership Officer – New Members**

#### **Applications for Membership & Provisional Members**

- Rick & Madeleine Payne

#### **Introductions**

- The Commodore Scott Poulter introduced Gary Davison and presented him with his Burgee

## **Vice Commodore - report**

### **What's happened**

Adventure Bay cruise was an enjoyable weekend away with good weather.

New Members lunch – 18 new members present and total of 63. KYC worked well, great location easy access.

### **What's to come:**

Mark encouraged members to join the upcoming cruises:

- Ralph's Bay Cruise – 10<sup>th</sup> and 11<sup>th</sup> December.
- Southport and Dover cruise – 27<sup>th</sup> – 2<sup>nd</sup> Jan 2023. 8 boats currently registered for New Years Eve in Dover at Port Huon Sailing Club
- Huon and Southport Cruise – 14<sup>th</sup> – 22 Jan 2023
- Simmonds Bay moorings – Mark requested that members notify him if they use the moorings.

## **Treasurer** – Report

Treasurer unwell. Accounts in order, similar position to where we were last year.

## **Commodore**

No items

## **Other Business**

### **Members can bring up topics for discussion**

- Tas Maritime had a facility available to check RG numbers and update details of members at the meeting.
- Constitution dock – put a letter together and chat to MAST to gauge response.
- Board meeting for the AWBF currently 150 volunteers short. If you are interested in assisting, please contact AWBF via website and register

### **Next Meeting**

- Tuesday February 7<sup>th</sup>, 2023, at 19:30 pm at the RYCT

## **Close**

Commodore wished everyone a safe and happy summer cruising season and invited people to submit articles for the Albatross on their summer escapades.



## Spencer 44 Centre-cockpit Ketch

**\$89,950**



*"Fandango", (Canadian designed and built), is a true blue water cruiser with thousands of sea miles under the keel. This Spencer 44 ticks all the boxes for offshore cruising... \*a sheltered centre cockpit, \*split private sleeping cabins (fwd and aft), \*a spacious saloon, \*storage above and below deck sufficient for extended cruises, \*a ketch rig (easily handled by a crew of two), \*a sea-kindly hull, \*a huge engine room which houses the 45 hp Perkins 4108 engine (re-built in 2020), \*a comprehensive array of navigational electronics. In summary, this vessel is safe, capable and comfortable.*

*Fandango\* is offered for sale due to ill health. The current owner of 35 years lived on board. Ocean-capable cruising yachts of this calibre are hard to come by so CALL PAUL 0418 385 866 to arrange an inspection.*

- 45hp Perkins 4109 – only 240 hours since full rebuild!
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**Paul Nanscawen 0418385866**

## 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!**

### CYCT boats for sale

#### **TOLOA**



*Toloa* is an excellent entry level yacht. She is big enough as a live aboard with four berths.

*Toloa* was built in Oregon, Portland in 1963 by Yacht Constructors (Inc), (Cascade yachts).

**Hull:** constructed from solid, hand laid fibre glass.

**Keel:** 1 ton cast iron bulb fin keel.

**Cabin:** timber and ply fit out.

**Water:** 150 litre capacity.

**Fuel:** 150 Litre diesel capacity.

**Mast:** alloy mast replaced in 2018.

**Sails:** Main, and self-furling jib both in good condition. Storm jib and 130% Genoa.

**Anchors:** 29 pound plough, 45 pound admiralty pattern. 20 pound Danforth.

Muir 12 volt anchor winch. Ground tackle – all good.

**Engine:** Yanmar 3YM20 engine with 553 hours very reliable and easy to access.

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