

# Albatross

Volume 49 No 9 October 2023



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

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

Committee Members

Commodore			
Scott Poulter	0419 513 983		<i>Gradiva</i>
Vice Commodore			
Rear Commodore			
Treasurer			
Jean Pierre Corgnet	0478 144 650		
Secretary			
Chrissie Rowland	0438 266 425		<i>Ca Va &amp; Escapade</i>
Editor <i>Albatross</i>			
Elected member 1			
David Bowker	0418 136 493		<i>Duet</i>
Elected member 2			
Bastian Siedel	0448 357 027		<i>Blue Crystal</i>
Membership Officer			
Sue Powell	0458 089 013		<i>Yaraandoo II</i>
Webmaster			
Rob Greenwell	0448 348 395		<i>Cuvee</i>
Warden			
Mark Stephenson	0438 854 380		<i>Crown Venture</i>
Immediate Past Commodore	0404 825 310		<i>Aziza</i>
Val Nicholls			

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 ([editor@cyct.org.au](mailto: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, and appropriately titled.
- Photos must be your own or clearly attributed and should include captions.
- The deadline for each month is the 18<sup>th</sup>. There is no *Albatross* in January.

Cover photo: *Sailing in Scotland: Ian Macdonald Jackie Zanetti, Alex Papij, Photo – Julie Macdonald*

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**Table of Contents**


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<b>Table of Contents .....</b>	<b>1</b>
<b>Editorial – Julie Macdonald .....</b>	<b>3</b>
<b>CYCT Calendar..... Check the website for more details .....</b>	<b>4</b>
<b>Commodore’s report – Scott Poulter .....</b>	<b>6</b>
<b>Annual Awards – Scott Poulter .....</b>	<b>7</b>
<b>Membership Officer’s Report - Sue Powell .....</b>	<b>9</b>
<b>Introducing new members – Sue Powell .....</b>	<b>10</b>
<b>Women on Boats report – Julie Porter .....</b>	<b>13</b>
<b>The plight of the albatross – Erika Shankley .....</b>	<b>13</b>
<b>48th CYCT Anniversary dinner, 26th August, 2023 – Mark Stephenson.....</b>	<b>14</b>
<b>Book review – The Sea Wife’s Handbook by J Steightholme – Chrissie Rowland..</b>	<b>16</b>
<b>Cruise to Randalls Bay – that wasn’t! – Mark Stephenson .....</b>	<b>17</b>
<b>Cruising chronicles – Erika Shankley .....</b>	<b>18</b>
<b>Postcard 4 from Val – Val Nicholls.....</b>	<b>19</b>
<b>Sailing in Scotland – Julie Macdonald .....</b>	<b>21</b>
<b>Mulberry - A Swanson Half-Ton IOR boat - David Mitchell Part one .....</b>	<b>24</b>
<b>Extract from The Voyage of the Evangelist by the Rev. Fred CB Fairey.....</b>	<b>26</b>
<b>Minutes of the General Meeting , Tuesday 5th September 2023.....</b>	<b>28</b>
<b>Minutes of the Annual General Meeting, Tuesday 5th September, 2023 .....</b>	<b>30</b>
<b>For sale.....</b>	<b>35</b>

**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.**

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**Editorial – Julie Macdonald**


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First of all, a huge thank you to Erika Shankley for producing the *Albatross* for August and September while Ian and I were travelling in the UK. Erika not only put the newsletter together but she also wrote some interesting articles, especially to do with the history of the Club. There will be more of her articles to enjoy as we lead up to the Club's Golden Anniversary in 2025.

This is the last issue of *Albatross* to be produced under my editorship. I have enjoyed putting each one together as well as working with the committee to help make the Club as strong and robust as it is today,

but after three years I decided that it was time to let someone else have a go. Thank you to all the members out there who have supported me over this time with terrific articles, photos and the information that needs to be circulated to keep members up to date and informed about Club activities.

Fortunately there was a new editor waiting in the wings, Ian Howarth, and he will take over once he has been officially appointed to the position at the next committee meeting. You will meet him in the November *Albatross*. I wish him all the best and hope that he enjoys bringing you a new, interesting newsletter as much as I have.

As usual, members have supported the editor this month and sent in some great articles for your reading pleasure including the last episode of the adventures of the Reverend Fairey, Postcard No 4 from Past Commodore Val, sailing in Scotland from me and lots more. Sit back, relax and enjoy!



Did you know ...

That a series of sail making classes were arranged for CYCT members by Ed Trowbridge, a Canadian who joined the Club with his boat *Paladin* in 1979. With his expertise as a sailmaker, Ed talked members through the construction of various sails, big and small. The Creese family on *Neptune* were later seen showing off their spinnaker - resplendent with its yellow trident on a blue background - made by Erika. However, there was so little wind in the Channel that day that they had to motor in reverse to get the huge sail to set !



**CYCT CALENDAR..... Check the website for more details****TUE 03 OCTOBER****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker Penny Haire discussing new findings on Tidal and Ocean currents around Tasmania.

**SAT 07 OCTOBER****Combined Clubs' Opening Day**

A great day out on the water with so many other boats from all the boat clubs in the south of the state flying all the bunting they can muster. Expect a sail past of the Governor onboard the *MV Egeria*. Final details not yet available so please check nearer the time. Cruise Contact is CYCT Commodore Scott Poulter onboard *Gradiva* on 0419 513 983.

**MON 16 OCTOBER****WoB's flare demonstration**

A practical safety session with the opportunity to experience setting off flares from the *RHONA H*. Registration required, limited to 16 WoB. 1800 hours start, light refreshments, small charge to cover costs.

**THU 26 – SUN 29 OCTOBER****Show Day cruise**

One of the **Commodore's Series** of cruises to either Recherche, Port Arthur, Adventure Bay or Norfolk Bay.

Taking in the Show Day public holiday and cruising over 4 days, the Commodore will decide the most convenient destination according to the forecast weather. Cruise Contact is CYCT Commodore Scott Poulter onboard *GRADIVA* on 0419 513 983.

**TUE 07 NOVEMBER****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT

Guest speaker is Peter Hopkins from MAST detailing newly introduced electronic flares.

**SAT 11 NOVEMBER****New Members' Lunch**

The CYCT annual event where we gather to welcome new members and get to meet and chat with each and every member. The Kettering Yacht Club is our venue and the traditional seafood chowder and a light BBQ will be available at no cost to all members. This year it will be BYO drinks as the bar is not available. Cruise Contact is Membership Officer Sue Powell onboard *YARAANDOO II* on 0458 089 013.

**SAT 25 NOVEMBER****Oyster Clean-up**

Collect together the gum boots, your gardening clothes, sturdy gloves, a strong metal bar, a bucket, your sense of adventure and head over to Barnes Bay for the club's annual beach clean-up. Clearing the approach and the shore of a beach of oysters and hazards to allow easy access to dinghies and humans alike. Cruise Contacts are Al and Dinah onboard *TRIM* on 0400 473 248.

**TUE 05 DECEMBER Meeting****Tas Maritime and BBQ**

This meeting will be held at the headquarters of Tas Maritime on The Domain. Arrive before 1730 hours and listen to the 1733 broadcast. A brief General Meeting will commence at 1800 hours before the BBQs will be lit and your BYO food enjoyed. Bring a platter of nibbles to share too.

**SAT 16 DECEMBER****At home with Al and Dinah**

We are fortunate to once again be invited along into the Margate home and garden of Al and Dinah. A seasonal get together to appreciate the liquid produce from Al's back shed. A BYO event, bring goodies to share, and settle back and relax in their very welcoming space. Starting at 1600 hours at 26 Derwent Avenue, Margate. Cruise Contacts are Al and Dinah onboard *TRIM* on 0400 473 248.

**THU 28 DEC – MON 01 JAN****Cruise into the New Year**

A few days at sea prior to heading into Hobart for the NYE fireworks display. The river will be busy with racing boats so we could spend some time tracking and following contestants to the race line. Cruise Contact is Mark Stephenson onboard *CROWN VENTURE* on 0438 854 380.

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**Commodore's report – Scott Poulter**


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On Tuesday 5th September we had our Annual General Meeting (AGM) with 36 members registered. The meeting proceeded well with the presentation of the Annual Financial Report by the Treasurer Jean Pierre Corgnet. Unfortunately, when it came to the election of office bearers there were no new nominations to help run the Club this year! This was very disappointing for me as Commodore and particularly disappointing for the Committee Members resigning after three excellent years serving the Club.

In particular, at the conclusion of the AGM we still required three key positions filled in order for the club to continue to function as normal.

**Vice Commodore;** to coordinate the on-water activities of the Club.

**Rear Commodore;** to organise onshore social activities and GM guest speakers.

**Albatross Editor;** to pull together our monthly magazine the *Albatross*.

At the AGM the following continuing committee members were re-elected:

Commodore:	Scott Poulter
Treasurer:	Jean Pierre Corgnet
Secretary:	Chrissie Rowland
Membership Officer:	Sue Powell
Webmaster:	Rob Greenwell
Committee Member :	David Bowker
Committee Member:	Bastian Siedel
Warden:	Mark Stephenson

Subsequent to the AGM, I have been very encouraged by our members responding to my calls for assistance. Soon after the meeting, Committee Member Bastian Siedel contacted me and offered to help out in the Rear Commodore role. Bastian is likely to take on the Rear Commodore role, working closely with previous Rear Commodore and now Committee Member David Bowker. I telephoned my good mate Rick Allen, who on his vessel *MV Southern Explorer* joined *Gradiva* on both extended CYCT cruises, to the Furneaux Group in 2022 and the West Coast in 2023. Rick has offered to help out as Vice Commodore. Rick is a Navy guy, a commercial skipper and has been very active in CYCT cruises during the past two years with *MV Southern Explorer* providing a fantastic platform for many sundowners. After my Club email on the 14<sup>th</sup> September, I was very happy to receive a note from Ian Howarth, offering to help out the Editor.

Hopefully after the October Committee meeting, I can confirm the appointment by the Committee of the following three critical positions, Vice Commodore, Rear Commodore and Editor. This would leave one final vacancy "Committee Member". It would be fantastic if I could announce a "full" committee so **please** give me a call if you can volunteer some time to help out on committee. Nominally, our two "Committee Members" focus on the Winter Forums and helping out elsewhere as required.

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## Annual Awards – Scott Poulter

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The CYCT Annual Awards were presented at the Anniversary Dinner on the 26<sup>th</sup> August. Rachel and I were very disappointed to fall ill and miss this fantastic celebration. I am reliably informed that the evening was an outstanding success. I was particularly looking forward to celebrating the efforts of our **Cruise Contacts** and recognising their efforts to make our cruises fun and exciting every time. **Our Committee for 2022/23** has done an excellent job and should be congratulated for their commitment to the Club.

### Commodore's Cup (of coffee) award

The fourth presentation of this award, intended in a very vague sort of way to capture the spirit of the Club, without getting too serious about it. Originally crafted together by Val Nicholls with a piece of leftover climbing tape and an old shackle. A new shackle is added by each recipient before it is passed on. Recently renovated by Lew Garnham, adding a Friendship Knot and his own home made soft shackle. Initially awarded to Dinah for her amazing win swimming two lengths of the Southport beach, then to solo sailor Val for joining a crew sailing to Lord Howe Island without tension, mutiny, death or a TV mini-series being made. Next Lew and Liz received the award for their Easter Sunday Easter Bunny Easter Egg dinghy delivery through the Randalls Bay anchorage.

Nominees for the Commodore's Cup (of coffee) included: *Brite Star* (alternative name is the Volvo Penta award) Arriving inside Breaksea Islands and suffering engine failure on a day with no wind. Luckily, they were in sight of the fleet and tenders from *MV Southern Explorer* and *Dulcinea* rendered assistance. *Crown Venture* (alternative name IALA marine aids to Navigation award) Leading *Sheokee* astray by being on the wrong side of a channel marker in the Huon River. *Julienne* (alternative name Australian Tide Tables award) for not checking the tide before doing a kedging demonstration. *Gradiva* (alternative name Australian Hydrographic Award) for improving hydrographic survey precision in Macquarie Harbour by finding an isolated mudbar.

However, this year's Commodore's Cup (of coffee) was awarded to **Rob and Trish** onboard *Cuvee* after unconfirmed reports that an early mast removal was required as a result of misjudging air draft when passing under a recognised elevated structure on the Derwent.

### Donald Sutherland Memorial Navigation Cruise

The Donald Sutherland Memorial Navigation Cruise was held on the 22<sup>nd</sup> April 2023 in the Channel around Green Island. *Crown Venture* with Mark & Russell took out third place and *Pedra Branca* with Jonathan sailing solo was second. The winner was *MV Southern Explorer* with Rick, David and Craig with the trophy presented at the Anniversary Dinner.

### Cruising Plaques and Cruise of the Year

These awards recognise cruises of merit performed by club members over the past year. Several cruises that don't quite qualify at this stage were mentioned: Bryan Walpole as Crew on *Invincible* in his Cruise to the Race via the East Coast, Deal Island, Wilsons Promontory, Port Phillip and then racing from Melbourne to Hobart. A total of over 800nm. Cathy Veel & Bridget on *Currawong*, racing in the double handed Sydney to Hobart, then cruising to Port Davey and return to Sydney totalling around 1500nm. Immediate Past Commodore Val Nichols on *Aziza* sailing single handed, north up the Australian. East Coast to Gladstone; departed this Club year returning next Club year (Nov/Dec 2023)

The First **Cruising Plaque** was awarded to **Michelle Alderson on Elysium** for circumnavigating Tasmania in a clockwise direction, single handed in March and April 2023, a total of 650nm.

The second **Cruising Plaque** was awarded to **De and John Deegan on Storm Boy II**. They departed in January 2022 via the East Coast, Tamar, Stanley, Grassy, Apollo, Port Fairy, Portland, Robe, Kangaroo Island, Wedge Island & Port Lincoln. WA COVID restrictions prevented their planned circumnavigation and they decided to enjoy Spencer Gulf, Sir Joseph Banks Group, Adelaide, and the Adelaide Writer Festival. In April they returned east via Kangaroo Island, Robe, Port MacDonal, Portland, Port Fairy, Port Phillip Bay, Melbourne, Wilsons Promontory (where they isolated with COVID), Lakes Entrance, Eden, and Bermagui. From Bermagui they continued north as far as Pancake Creek and Lady Musgrave Is, and then returned home to Kettering. The cruise was over 4000nm and took two weeks short of one year. You can read about this cruise in four articles of the *Albatross* February, March, June 2022 and February 2023.

The third **Cruising Plaque & the CYCT Cruise Of the Year** was awarded to **Geoffrey Lea on Elsie**

Departing in March 2023 Geoffrey, on board *Elsie* with one other crew, crossed the Tasman Sea to Bluff near Invercargill on the south west coast of the South Island of New Zealand, a distance of 950nm. During April, *Elsie* proceeded west around the south west corner, visiting Dusky Sound, Long Sound & Isthmus Sound in the Fiordland National Park. *Elsie* then returned east along the south coast to Dunedin. A distance of 400nm. Now single handed Geoffrey continued north up the south east coast to the Banks Peninsula & Akaroa encountering engine problems involving an impellor change in a busy shipping channel. He proceeded north from Lyttleton to the Tory Channel (with 6 knot currents) Marlborough Sounds, and Cooks Strait to Nelson. A further 400nm. Geoffrey cleared out of New Zealand departing Nelson solo on the 23<sup>rd</sup> of May for Australia. After being pushed north and a short stop at Lord Howe Island via Balls Pyramid he arrived at Coffs Harbour. This leg was 1200nm and took 15 days sailing solo.

Geoffrey then returned down the coast to Tasmania in June 2023. The final leg was 900nm, totalling 4000nm for the cruise. This was an amazing four month cruise and it was fantastic to follow Geoffrey's progress through his fifteen posts on the CYCT club Facebook page.



MC Mark Stephenson, table designer Josephine Jaworski and Cruise of the Year winner, Geoffrey Lea.

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**Rear Commodore's report**

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**General Meeting-Tidal and Ocean currents around Tasmania - new scientific studies bust some myths.**

Our next General Meeting is on 3 October at 730 at the RYCT. Penny Haire is our presenter and she is the Managing Director of Tidetech. Tidetech is a Tasmanian based company whose scientists produce high-resolution tidal models and select meteorological and oceanographic datasets from official and academic sources. They provide the most accurate and comprehensive suite of metocean data available to the maritime industry.

Penny's talk will explore new scientific information about the tides and currents around Tasmania and Bass Strait, explaining where the information comes from and most importantly how it can be accessed by the average sailor.

New technology and modelling techniques promise to reveal a wealth of data that can be used by racing sailors seeking a tactical advantage over competitors, by fishers in search of migrating tuna, or simply by any boaters who wish to know more about the waters in which we all sail. And she will bust some myths on the way.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a 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.

And a heads up for the November meeting when Peter Hopkins from MAST will tell us **What you need to know about electronic flares.**

There will be reports from the new Vice Commodore and Rear Commodore next month.

## Membership Officer’s Report - Sue Powell



Well, the spring like weather is helping with new applications and two families have applied with payment pending and one pending member is awaiting introduction but just missed the deadline for August Albatross. I trust you will all mark your calendars for November 11<sup>th</sup> being the date for the new Members’ Luncheon. So come along and get to know one another while enjoying the traditional seafood chowder and BBQ. It is guaranteed to be a great day no matter what the wx (weather). Registration is advised so numbers can be catered for.

The AGM was held on the 5<sup>th</sup> of September and the Commodore gave a report on the success of the Club. It is great to know our membership is strong and still growing.

Also, can I please remind you to **update** any information in your member profile as I am beginning to prepare the next CYCT Membership Directory. Go to the Web site and click on your Name/Photo at the top right and select profile from the drop down menu.

### APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

These application 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 5an objection, in writing, to the Secretary no later than that date.

Endra O’May	King Billy Sailing Dinghy (no name)
Kellie Weatherill	No Boat
Oliver Weatherill	“
Tahlia Weatherill	“
Xavier Weatherill	“
Catherine Chapman	Solstice
Paul Chapman	“
Tess Chapman	“

### NEW MEMBER DIRECTORY FROM OCTOBER 2022 – SUE POWELL

<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 Sheean	0402 339 900
<i>Skye</i>	John Avery	0435 671 243

<i>Skye</i>	Jenny Avery	0402 537 624
No Boat	Sally Ellery	0401 175 099
<i>Isabella</i>	Michael White	0411 513 3 86
<i>Isabella</i>	Christine Edwards	0408 551 973
<i>Caprice</i>	Richard Perry	0414 709 611
<i>Caprice</i>	Julie Perry	
<i>Escape Plan</i>	Anne Travers	0417 402 433
<i>Escape Plan</i>	Mathew Bretherton	0430 321 430
<i>Escape Plan</i>	Bill Fulton	
<i>Escape Plan</i>	Liam Travers	
<i>Mystique</i>	Annie McComb	0437 808 612
<i>Wynd Chill</i>	Mel Bartlett	0421 564 847
<i>Wynd Chill</i>	Fiona Caird	0402 356 232
No Boat	Justin Barwick	0418 538 419
No Boat	Ian Paget	0413 027 003
<i>Leela</i>	Graham Openshaw	0439 315 681
<i>Leela</i>	Janet Lennie	0467 036 174
<i>Huon</i>	Paddy Hodgman	0401 929 018
<i>Huon</i>	Louise Hodgman	0401 929 018
<i>Solstice</i>	Catherine Chapman	0422 673 447
<i>Solstice</i>	Paul Chapman	0421 917460
	Endra O'May	0412 168 552

### Introducing new members – Sue Powell

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#### Endra O'May

I have been a member of the Living Boat Trust in Franklin for around 12 years (!) and participated in The Raid which is around the same time as the Wooden Boat Festival. We sailed and some rowed from Cockle Creek to arrive at the opening of the Wooden Boat Festival. I have participated in The Raid since I have been a member there.

Also I helped build the first St. Isles rowing skiff, which was built by all women in Franklin. Peter Laidlaw was the shipwright who guided our skills training - an amazing teacher !

I have an 18 ft Aluminium divers' dinghy with a 60hp Yamaha that I keep in my backyard which I have had years of fun with, including following up the Sydney to Hobart boats. I also have a 13ft King Billy sailing dinghy which is kept in my boatshed at Sommers Bay. But maybe in the future I may like to move up to a larger boat.



I would love to crew on some yachts on the River Derwent and gain a bit more experience with larger boats.

I sail with some women in Cygnet and others in Franklin, but I need some more experiences in differing environments. I am also a guide at the Wooden Boat School in Franklin.



### Paul and Catie Chapman

We recently acquired the 38' sloop, previously named *French Connection*, now called *Solstice*. This is a return to sailing after many years and a family. Our previous boat was a 38' sloop called *Equinox* which we owned from 1986 to 2001. We left Tasmania on *Equinox* in 1987, sailing north to Queensland's tropical waters, where we spent many school holidays cruising with family. With our work we look forward to learning our life nearing an end, to learning our Tasmania's waters and having fun.



## AN INVITATION



What for?	New Members Lunch
Where?	Kettering Yacht Club
When?	Saturday 11 November 2022
Start time?	12.00 midday
Cost?	Free to members
Who's invited?	All CYCT members
Under cover?	Yes, an indoor function with an outdoor deck if the sun is shining
Menu?	Traditional seafood chowder, BBQ delights with salads
Drinks?	BYO (Licensing laws have changed since last year)
Special diets?	Catered for but only if you notify when registering
Any boring speeches?	No, only interesting ones.
Registration deadline?	By 3 <sup>rd</sup> Nov - to allow caterers to go shopping
Who is catering?	The chowder comes from Fed Up Food Kitchen in Kettering whilst the balance of food is being prepared by members
Is the food any good?	It is superb!
RSVP?	Yes, please register on the website
Why should I go?	To meet new members of course!

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**Women on Boats report – Julie Porter**


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It was great to be able to link in with Val Nicholls for WoB's this month. An opportunity to hear some of her adventures and the highlights and stories of Aziza's extended voyage. It was great to have so many join us at the RYCT. A few extra online, too (thanks to Michelle, Bridget and Kathy (2Birds2Hobart) and of course Tracey for linking in from Bruny. Next month will be a flare night onboard *Rhona H*. The cover charge is \$30 (kids' rates) and will be limited to 16; please RSVP by the 8th October as we will open it up to all members from midnight that day.

Another reminder to send the info for the yearbook by the end of October please. If you need the list of questions, please email Julie P!

Until next month, fair winds,

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**The plight of the albatross – Erika Shankley**


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An article in the *Sunday Tasmanian* about the albatross – the feathered variety, on which the CYCT emblem is based – highlights the plight of these birds which may be headed for extinction.

While sailing in Tasmanian waters we often see albatross soaring on the wind currents above the waves. There are 22 species of albatross, with all but seven facing extinction. Among these is the Shy or white-capped albatross, Australia's only endemic albatross, which breeds in Tasmanian waters on only three islands - Pedra Branca and the Mewstone in the south and on the aptly named Albatross Island, northwest of Hunter Island in Bass Strait.

If only we could take a lesson from their ease of movement! Using minimal energy, they can fly phenomenal distances. An albatross can easily cover about 160km a day and during a lifetime of more than 40 years may cover 2.5 million kilometres.

However, their numbers are dwindling – falling victim to modern, highly mechanised fishing techniques in trawling or longline operations. While some mitigation measures are in place in Australian waters the population of Shy albatross stands at only about 15,000 pairs with many unfortunately falling victim to man-made incidents each year.

For how much longer will we see their graceful flight as we enjoy the wind and waves?

*And a good south wind sprung up behind;*

*The Albatross did follow*

*And every day, for food or play*

*Came to the mariner's hollo*

from *The Rime of the ancient Mariner*, Samuel Taylor Coleridge



*Photo Chris Ames*

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**48<sup>th</sup> CYCT Anniversary dinner, 26<sup>th</sup> August, 2023 – Mark Stephenson**


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Oh! What a night!! 76 members and guests rolled up (or should that be dolled up?) to the Italian Club for a celebratory evening with Italian flare. The welcoming staff offered up canapes whilst we were mingling in the bar area before sitting down for the two entrees, main and sweets.

Speaking of sitting down, Josephine Jaworski (*Gloria*) had been in earlier and decorated the tables with a red and white table runner along with prunings of herbs and lemon branches and a few lemons from her garden. We had very authentically decorated Italian tables.

Sadly, both Commodore Scott and Rachel were enduring a lurgy and unable to attend, so the evening was hosted entirely by me so there was not much variety in the presentations unfortunately. I was ably assisted once again by Josephine as my side-kick in preparing the trophies for use.

As you likely have read elsewhere, Cruising Plaques were presented to De and John Deegan onboard *Storm Boy II* for their near 12 month trip along Australia's south and east coast, to Michelle Alderson onboard *Elysium* for her solo Tasmanian circumnavigation. The Cruise of the Year award went to Geoff Lea onboard *Elsie* in recognition of his solo sail to NZ, cruising along the east coast of the South Island then to Lord Howe and Coffs Harbour before returning to Tasmania. We look forward to reading of their exploits in the *Albatross* or a presentation at a General Meeting.

Entertainment was included on the night – Mama Rosa came to share her natural Italian ways and comedic style along with her great voice. Her enthusiasm involved everyone in a game of Tombola and after a few false starts had Chrissie Rowland with the winning hand. Mama Rosa is quite a character and has a sensational singing voice. Her nautical jokes were certainly to be forgotten!

My thanks to Sue and Mike Powell for their meeting and greeting, to Rob Greenwell for the slick audio and visual co-ordination, Chrissie Rowland for her collating and preparing the trophies and room decorator and sidekick Josephine.

My plan was to provide a good value venue with good food and good entertainment and I have only had positive comments so far. On the day there were 5 cancellations and we had 8 extra members coming along, with the Club even making a small profit on the event.



De and John Deegan with their award

Now to load Saturday 31 August 2024 into your diaries for the 49<sup>th</sup> Anniversary Dinner!



Mark and Mamma Rosa

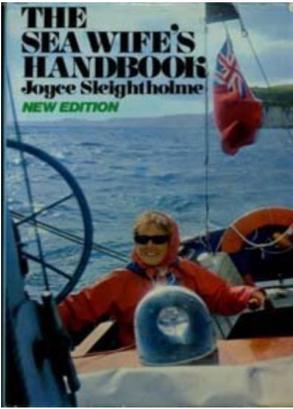


Josephine's Italian table design



Happy diners

**Book review – The Sea Wife’s Handbook by Joyce Steigtholme – Chrissie Rowland**



First published in 1970, this is a delightful book for its time. If published today it would probably cause an uproar. Chapter 1 *Coming to Terms with Yachting* opens with “To my mind there are four types of sailing wives: those who sail and enjoy it; those who sail rather than be left behind, and put up with it with bad grace; those who won’t sail at any price, try to stop their husband when he goes and are ungracious when he gets back; and those who pack him off with their blessing, then busy themselves with their own hobbies”.

A cruising yachswoman’s place and her ability to put her mind to tackling ocean crossings or cruising in home waters is discussed with a lovely reminder that “Many elderly or physically not so strong men have less beef than a woman, but the illusion of ‘man’s work’ persists and we (women) are content to flatter the male ego”

The book goes on to cover yachting tragedies and that “in ninety percent of all mishaps the trouble is caused by over-cockiness . . .”

Unlike her male counterparts a woman “day hops from port to port or maybe makes the odd day-night-day passage if the weather is settled. . . at all costs it is the safety of the ship and crew that matters most, not how far she can go in the time or how brilliantly the skipper may prove himself in a gale”.

The book provides an interesting insight into male / female dynamics on board. “A woman who

lacks diplomacy and nags a man about his mistakes forces him to weigh every decision he makes in terms of whether he can face up to her censure if he is wrong. He can never weigh up a situation in terms of technicality alone. He is concerned with the emotional situation first and the safety of the boat second”. I wonder for how many cruising couples this resonates.

A chapter on *Wives and Boat Buying* comments that yacht builders recognise “that the woman’s influence in the choice of a boat is something which must be considered seriously” highlighting the influence of a woman below deck where a sailing wife comes into her “domestic own” choosing extras - “a wise sea wife goes for the most modern equipment”!

Later chapters cover basic crewing, mooring buoys, knots, hitches, setting and stowing sails, tides, managing emergencies and of course meal preparations, recipes and caring for the children! There are some great simple diagrams. My favourite is the

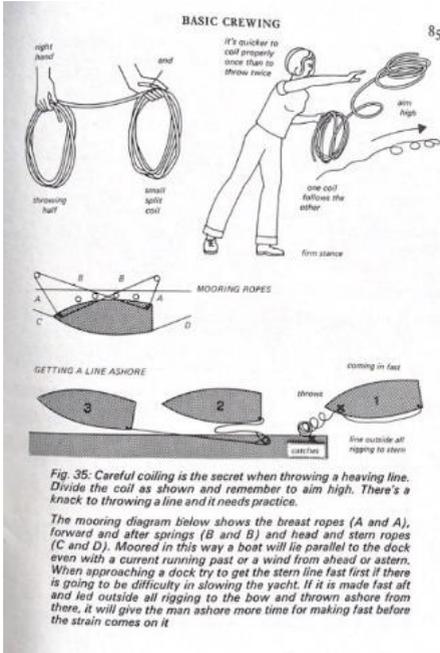


Fig. 35. Careful coiling is the secret when throwing a heaving line. Divide the coil as shown and remember to aim high. There’s a knack to throwing a line and it needs practice.

The mooring diagram below shows the breast ropes (A and A), forward and after springs (B and B) and head and stern ropes (C and D). Moored in this way a boat will lie parallel to the dock even with a current running past or a wind from ahead or astern. When approaching a dock try to get the stern line fast first if there is going to be difficulty in slowing the yacht. If it is made fast aft and led outside all rigging to the bow and thrown ashore from there, it will give the man ashore more time for making fast before the strain comes on it

careful coiling of a heaving line unlocking the secret when throwing a heaving line which is so often forgotten.

The final Chapter *Beauty Care and Clothes* is a delight to read and great for a laugh! “Most women look their best tanned and with a healthy glow which an active life gives them; just as many find the slightly windblown look becoming”. This is followed by a gentle reminder that “What starts as a healthy windblown look all too soon develops into tough, weather-beaten skin, permanent wrinkles round eyes, and dry hair- to say nothing of calluses on hands and ruined nails” ... “the majority of men like their handy sea-mates to look almost band-box fresh even when they step ashore after an arduous sail.”



## Cruise to Randalls Bay – that wasn’t! – Mark Stephenson

This cruise was cancelled two days before departure due to a gale wind warning for the Channel. As it was only an overnight cruise, I considered it just too much effort required to get to Randalls

Bay and then a very uncomfortable anchorage as well. I considered Pear Tree, Coningham and Snug as alternatives but then realized we had boats coming from Hobart, the Huon and Bruny as well as Kettering so it would be a long and uncomfortable trip there and back for pretty well everyone.

The advance forecast indicated we were in for wind for sure. This varied in direction and strength in the lead up but seemed to be more southerly and to increase, the closer we got to the weekend.

On Saturday I took the car and drove into Randalls Bay to see how settled the bay was, to find the boats moored in close to the cliffs were relatively stable mostly, but the bay further out had a swell coming through and then breaking on the shore. So a very roly anchorage and difficult to get ashore without getting wet!

Driving around Three Hut Point and to Gordon, seeing a one metre swell and 20kts wind from the south made it even less appealing. Receiving a MAST Notice to Mariners at the time advising the Gordon Jetty was closed I drove on to check. Then another MAST notice saying there were logs floating in

the vicinity. Arrived to find a fire truck with

firies investigating what caused the fire and destroyed the jetty. I wouldn’t have wanted to run into a loose jetty pylon in that short and windswept sea. These photos don’t show how things really were, my big wave pictures never do, but they give an idea of conditions. I’ll try again to do a cruise to Randalls Bay but perhaps summer would be a better time with the chance of more northerly winds.



## Cruising chronicles – Erika Shankley

While filling in for the *Albatross* Editor, I found myself reminiscing about my sailing days – and my introduction to the joys of wind and water with a school friend in a Tamar dinghy. Later, sailing with friends who had a cruising yacht, I became completely enamoured with life on the ocean wave. It wasn't long before I was able to continue the cruising life, sailing in my family's Huon Pine ketch, *Neptune*, and later, the centre-cockpit sloop, *Camira of Hobart*.

My mind has brought forth recollections of those days - quiet anchorages (free of fish farms), walks on lonely shores (no roads or shacks in those days), and convivial barbecues with other sailing friends on deserted sunlit beaches.

I dug out a few old cruising magazines and reread a couple of articles I had written. *Summer Rendezvous to Port Davey* featured in *Seaspray* in 1981. The article extolled the delights of the remote southwest coast of Tasmania where we cruised, almost annually, to Port Davey. We often had the anchorages to ourselves, long before the area became popular with the racing fraternity after the Sydney to Hobart Yacht Race.

Cruising further afield, *Lee Shore in Banks Strait* appeared in the November 1995 edition of *Cruising Helmsman*. This cruise was fraught with contrary winds and took *Camira* up Tasmania's east coast to the Furneaux Islands and a particularly harrowing night where we found ourselves on a lee shore.



*Neptune, 2011*

Sign onto the Club's website at

[https://www.cyct.org.au/content.aspx?page\\_id=86&club\\_id=801661](https://www.cyct.org.au/content.aspx?page_id=86&club_id=801661) where all editions of *Albatross* are available, or if you are looking for specific information you can search for individual articles, authors or subject matter at <https://albatross.dfd.id.au/>.



*Camira of Hobart, 1988*

While these magazine issues are no longer readily available, many other cruising stories of sailing in Tasmanian, Australian and even offshore waters, are featured in the CYCT's monthly magazine *Albatross*. Cruises in D'Entrecasteaux Channel or Norfolk Bay can be just as adventurous as those around Tasmania's west coast, the oft-repeated track up the coast to the Whitsundays or heaving-to in the Coral Sea. These stories and many more can be read in over 500 editions of *Albatross*.

## Postcard 4 from Val – Val Nicholls

My previous postcard described me hove-to in Mooloolaba. What a sound idea it was for me to rest and relax. By the time I left I had made new friends and felt refreshed, restored, and ready to passage to Double Island Point and Wide Bay Bar. Despite the horror stories, and with a little weather watching patience, DIP proved a welcomed, scenic, and comfortable pre-WBB sleepover. Early next morning *Aziza* and I spontaneously fell into line with a cluster of other boats heading 2nm towards the first of four key virtual reference points.



Once again, I gave pause to appreciate the contribution of volunteer coastguards and marine rescue organisations around Australia that give freely of their time to safeguard coastal mariners. In this instance, in response to a call to Coast Guard Tin Can Bay I was provided with the latest Notice to Mariners and the details of Virtual Nav aids providing guidance over the bar and notorious Mad Mile.

Whilst it would have been harder to get better conditions, I admit that whilst progressing the route my heart was aflutter. Scanning to port and to starboard it was easy to pick up the signs that it wouldn't take much change in wind or swell to present a very different picture. Dropping the anchor at Inskip Point I wasted no time in toasting *Aziza* and I with a cool beer and a tear of relief and pride. With due regard for tides and depths, next morning we moved on to experience Fraser Islands midges and dingoes at Gary's Anchorage, and later the comparative luxury of the Kingfisher Resort. This dingo proof enclave offered swimming pools, bush tucker tasting, island tours and cocktails at the Sunset bar. Sipping a Dark and Stormy as the sun went down confirmed that I was indeed on holiday, from now on only sunset bars!

The clear highlight of this trip was yet to come: Lady Musgrave Island. With an ETD of 1700 from Fraser Island's Rooney Point, I rested below deck in the late afternoon to savour and marvel at the conversational murmurings of mother whales and their calves resonating through the hull. BOM promised a 10-15kt following wind and a waxing moon light to light our path. It

was indeed a lovely overnight passage. I even managed to relax for a few 10 min naps. I love a lighthouse and Lady Musgrave's welcoming beam was clearly visible some 16nm off. We neared the island and lighthouse, at dawn. How weird it was to see sailing boats seemingly moored in the middle of the ocean. I had to remind myself that Lady Musgrave Island, *Wallaginji*, is a coral cay within a lagoon. Arriving at the entrance leads right on time for a 0730 slack high tide entry my jib decided I was much too smug and refused to furl, darn! Coaxing and creative thinking got her fully wrapped and my pulse rate down. I like to think we then glided serenely into the anchorage, careful to heed markers, recommended routes, and any signs of coral. An available public mooring made my day and marked the start of 5 glorious days of light winds and stunning scenery. I went to the island once or twice every day, just couldn't get enough of its clear waters, earthy smells, the beauty of the *Pisonia* forest, the screeching and swooping of gazillions of sea birds, especially the Noddies, knock your socks off sunsets, swimming, snorkelling, socialising... the list goes on.

This haven was marred only by the realisation that my 2<sup>nd</sup> gas bottle had leaked and I had no gas. Hence 5 days of cold coffee and crackers. Ultimately the move onwards on to Pancake Creek felt fine. Within a couple of hours of the 40nm passage the nipple of the Simrad Tiller pilot sheered in half. Fortunately, I already had what I call my self-steering (i.e. me-steering) kit in the cockpit: water, snack food and my friend the bucket! 6 hours of handsteering later I pulled into Pancake creek. By this time the lure of coffee shops, chandleries and gas bottles informed a decision to move on to Gladstone in the morning. I took this as an opportunity to experiment with bungee cord self-steering.

What a friendly and obliging marina Gladstone proved to be. Someone came to catch my lines, given a welcome bag filled with local information, a stubbie holder and a cap, immaculate showers, toilets, and laundry as well as a most comfortable lounge area filled with games for the kids, a TV, useful kitchen area and a daily courtesy bus to local shopping centres. Very well priced too.

It will likely surprise no one if I say I am constantly amazed at the generosity of strangers. Last week I finally plucked up courage to approach a friend of a friend to enquire about a resolution for the sheared tiller pilot nipple. I had been putting it off, I don't like to ask favours of people I don't know. "Surely they are too busy to be interested in the woes of a stranger?" Yet desperation got the better of me and I introduced myself. The result? I met a humble, humorous person of significant intellect and skill who was interested and intrigued by my technical conundrum. He resolved the issue well beyond what I had hoped for.

This week a Swedish couple sailing the globe for the past 10 years in a boat similar to, but smaller than, *Aziza* came over to ask if they might take a good look at my trusty steed. I felt in awe of their achievement. They spent a generous couple of hours chatting and sharing, responding to my questions. I certainly learnt very useful ideas for practical issues but what I was really inspired by was their slow, simple and attentive philosophical approach to sailing and boat custodianship. It will stay with me. I feel expanded by both these encounters. At sea I nurture myself towards self-confidence, trust and courage. I'm learning that, onshore, the same is applicable.

I'm writing this postcard in the cool of the Gladstone library. I turn to the regional libraries as a place of refuge to organise my mind, write a postcard, plan a passage. I have just farewelled a good pal who stayed with me for a week. Weather and tides were not conducive to sailing but

what fun we had; swimming, walking, biking, chatting, laughing, chatting some more! Good companionship is a treasure. The wind is settling and SE'ly, the tides are good for the Narrows. I will move on to Great Keppel Island. My mind is starting to turn to Tasmania. Intellectually I know I could leave *Aziza* in Gladstone for the summer and return next winter to pick up the adventure. My heart isn't in it. I don't like to think of her frying in the Queensland heat, I don't like to think of a Tasmanian summer without her. We have unfinished business: we have the longer passages home to experience. I had thought this would be a one-off trip but now I know I will be back.



## Sailing in Scotland – Julie Macdonald

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We often hear of Club members sailing in the Adriatic or Mediterranean, but we don't hear much about sailing off the west coast of Scotland. Seven years ago, long time members Jackie Zanetti and Alex Papij enjoyed a few days sailing out of Largs on a charter yacht and when they told us about it, we were keen to do the same thing, so the four of us hatched a plan to repeat their experience in the summer of 2020. But we all know what happened that year and plans were shelved until we felt it was safe to travel again.



We finally booked a thirteen night charter on *Midnight Mirage*, a 37' Moody, the same boat that Jackie and Alex had chartered previously. We met up in Largs, went shopping for provisions and on the 25<sup>th</sup> of August made our way to the Largs Yacht Haven Marina.

We had the choice of exploring the inner islands or going through the Crinan Canal to the outer islands. After much discussion we decided that we would stay on the inside as the outer islands are more exposed to westerly weather and the canal with its fifteen locks and seven bridges takes a day each way. Add the cost of £26 return per metre of boat length and our decision was made.

The other decision we made was to make this a leisurely cruise rather than seeing how far we could go. We didn't have a definite itinerary but decided at the end of each day where would be the best destination the next day regarding the weather and anchorages. The longest we travelled most days was two or three hours. Most of the good anchorages, no matter how small the town or village, offered free or £10 per night (honesty box) public moorings. We found that, even though this was the end of the season, the moorings were taken up by about 3.30pm so it paid to secure one by mid afternoon.

We soon settled into an easy routine where we had a leisurely breakfast followed by a walk on shore, shopping or catching up with emails. Then on to the next anchorage, dinghy ashore in the late afternoon, find the local pub (there seems to be a pub in every town, no matter how small) and book in for a meal. We ate ashore more often than on board. The food was so good and readily available that we started to call our cruise the Gourmet Tour of the Firth of Clyde!

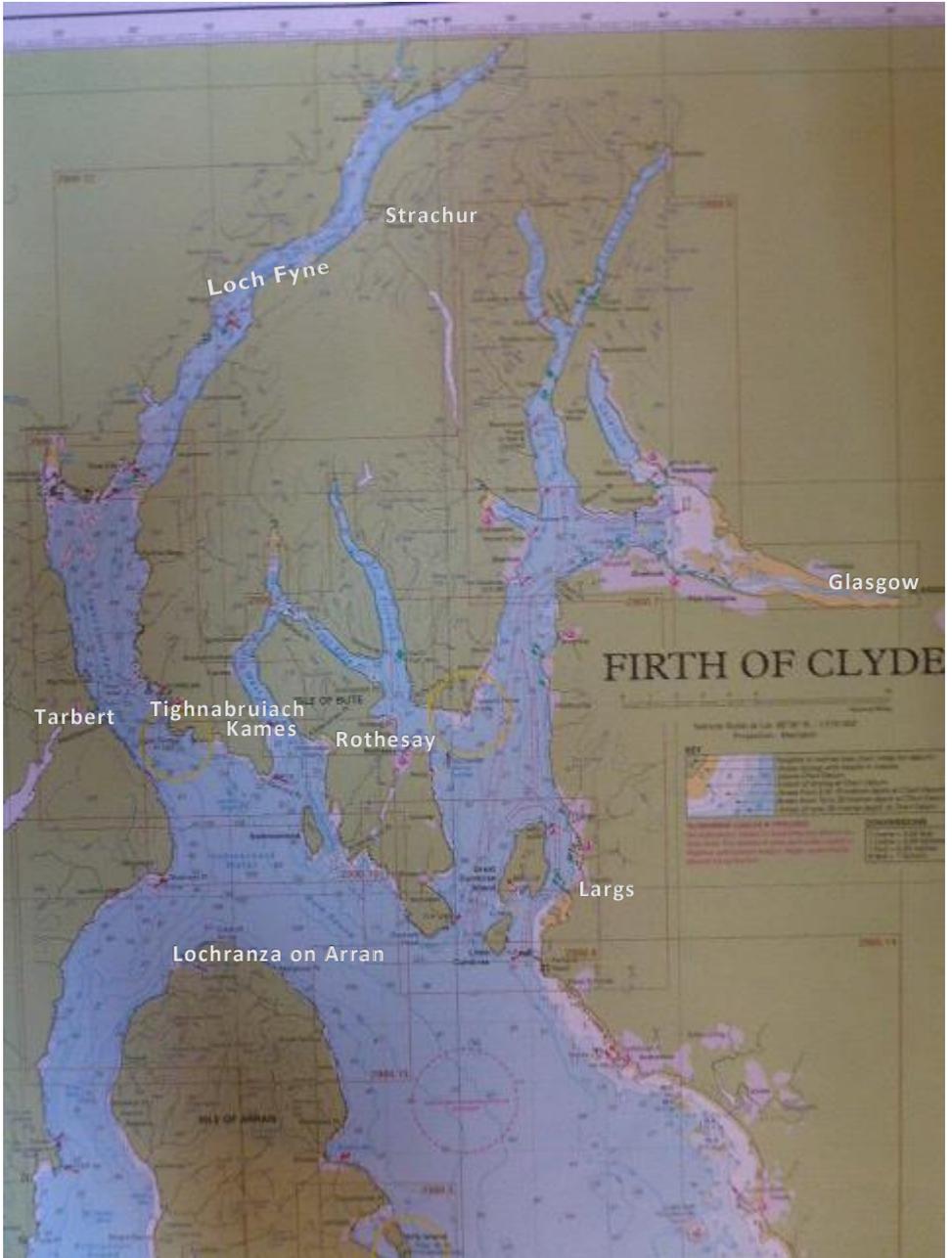


Our wandering route took us from Largs to Rothesay (once a grand Victorian holiday resort but now since cheap Mediterranean holidays began in the sixties has descended to shabby chic) on the Isle of Bute, up and down the east and west Kyles of Bute, Kames, Tighnabruich, Tarbert and the length of Loch Fyne, across to Lochranza on the island of Arran and back to Largs.

One of the best places to visit was Tarbert on Lower Loch Fyne. It is a natural harbour and a very pretty town with three or four good restaurants, an obligatory ruined castle dating back to Robert the Bruce, ironmongers, fish market, a couple of pubs, supermarket and café. The Marina has brand new facilities including laundry and small chandlery.

Of course, the success or not of our cruise depended mostly on the weather and we were delighted that, apart from a couple of showery days at the beginning, the weather improved every day so that by the end of the fortnight we were basking in 22 degrees. We had enough sailing to keep us happy but most days were so calm that we could enjoy the reflections, much like sailing up the Huon. In fact, in many places, especially the Kyles of Bute and Loch Fyne, we could have been in the Channel or the Huon.

We decided that our descriptive word for the whole of the Firth would have to be "picturesque". The hills covered in purple heather, the beautiful villages, the intact or ruined castles and the reflections all came together to make a stunning background to our exploration of the Firth of Clyde.



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## **Mulberry - A Swanson Half-Ton IOR boat - David Mitchell**

### **Part 1**

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This is the story of a little boat with a big heart, of various past custodians with connections to the Cruising Yacht Club of Tasmania and numerous sailors who have either sailed on her or were aware of her and a little of the next chapter in this boat's ongoing history.

But first off, a bit of the boat's history and how it came about.

The history of this boat is based on information provided by *Mulberry's* previous long-time owner and past CYCT members Bill and Trish Wright, as well as from records provided from a variety of sources, i.e.. the CYCA re the Sydney to Hobart race, various magazine articles, archival footage from the 1977 S2H race, the IOR Landfills Facebook page and from plaques on the boat, etc.

In early 1970, Lloyd Falshaw of the Royal Williamstown Yacht Club commissioned Ron Swanson to design a Half Ton IOR boat.

*Nudumsky* was the result. She had a pinkish-red hull, a usual Swanson flush deck with a bubble cabin, which, while great for deck work, was apparently down below like living in a tunnel. In total, six Half Ton versions of the design were built with an additional 1-ton version built later on. All the hulls were built by Tony Taylor of Taylor Plastics, Moorabbin, Victoria.

The second boat built was *Merinda*, she had originally a yellow hull and was designed with a new deck and cabin layout (which made her more habitable). *Merinda* is now painted white and was last moored at Cygnet (Tasmania). *Merinda* competed in at least one Sydney to Hobart race that I am aware of as well as five Melbourne to Devonport Races.

The third boat built was *Sea Jade* with a green-jade coloured hull and thereafter *Independence of Brighton* with a blue hull.

The fifth boat was *Mulberry* with originally a dark red/mulberry hull. *Mulberry* was later painted in 2015 in a pure purple colour, which she still has today, albeit it is now very faded. But more about this later on.

A 6th boat of this half ton version was built for Brian Witty as he got hold of the mould but put an unusual deck and cabin on her. This boat was called *Sea Fever* and was initially kept at the Royal Brighton Yacht Club (RBYC).

A One-ton version of the design was built for Ed Fuller at the RBYC, named *Lady Jane* (grey hull), and later on was sailed over to Perth, WA.

*Mulberry* was built in 1974 for Colin Watson of the SYC. Apparently he didn't keep her for long and sold the boat to Max and Madge Lovatt of the (Port Dalrymple, Tasmania (PYDC)). Initially, they campaigned the boat aggressively in Tasmania.

During Max Lovatt's ownership, races that *Mulberry* competed in included the 1975 Melbourne to Hobart, 1977 S2H where she finished 47th overall. He also competed on *Mulberry* in the Australian Half Ton Championships where they came a creditable 7th as well as in the Southern Cross Cup as a leadup to the 1977 S2H. In the S2H film (I found it on YouTube), *Mulberry* appears twice and as noted was the smallest boat in that year's race. I also found via Facebook a photo of *Mulberry*, where she was anchored off the nude beach in Sydney, just prior to the start of the 1977 S2H race. Needless to say, the crew were in the spirit of things – that is in the buff. Not something we as crew on the boat have tried out !! The colour of the boat in the photo very clearly shows she wasn't purple back then.

In 1983, Max Lovatt sold *Mulberry* to Bill and Trish Wright, who took the boat to the RBYC in Melbourne. Bill had always wanted to do some ocean racing and with *Mulberry* at last he had his chance.

*Mulberry* was later moved to Blairgowrie, BYS and it was from there that he entered the boat in the first of its many ocean races (including S2H and M2D) races).

*Mulberry* competed in a total of six S2H, six M2D and one M2H races.

|      |                             |
|------|-----------------------------|
| 1975 | M2H                         |
| 1977 | S2H                         |
| 1983 | M2D                         |
| 1984 | M2D                         |
| 1985 | M2D                         |
| 1986 | M2D                         |
| 1987 | S2H                         |
| 1988 | S2H (finished last !!)      |
| 1989 | M2D                         |
| 1991 | M2D                         |
| 1994 | S2H (50th Anniversary race) |

*Mulberry*, during Bill Wright's ownership, also was actively cruised and undertook the following major cruises:

1994 Van Dieman's Land (VDL) circumnavigation of Tasmania

1997 200th Anniversary of the Sydney Cove commemorative cruise to Flinders Island

2000 Bicentenary D'Entrecasteaux Channel race

2000 Cruise from Tasmania to Opuā (NZ) return, winning Bill the Cruising Yacht Club of Tasmania's Cruise of the year award. This is the first of the connections regarding this boat to the CYCT, and from what I understand while he had one of his daughters on the cruise to NZ he returned solo, a not to be discounted feat given the nautical distances involved, (i.e.. 2500 NM each way).

Bill also undertook the Rum Cruise to Clarke Island and numerous other cruises across Bass Strait as well as local cruising in the Channel south of Hobart etc. In one such crossing, *Mulberry* was sighted at Refuge Cove by the current owner, Hugh Garnham, while he was cruising with family on his boat, *Glenshiel 7*.

More about Hugh later in the next issue, but this is the second connection to the CYCT

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**Extract from The Voyage of the Evangelist by the Rev. Fred CB Fairey**

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**From Blackman Bay to Hobart Town***Erika Shankley*

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) 9pm Monday 24<sup>th</sup> February 1879.

The canal through East Bay Neck (Dunalley) was first intimated in 1820 and the proposal resurfaced when Governor William Denison commissioned a report in 1854. However, it wasn't until 1901 that tenders were called for the construction with the canal finally being opened in 1905.

The Rev. Fairey, having finally reached Blackman Bay, crossed East Bay Neck and Ralph's Bay Neck, finally arriving at Hobart Town. His journal continues ...

*"On Monday, February 24th, rising early and going out to look at the weather, I found that the gale had passed away and that it was a beautiful calm Tasmanian summer's morning, which is saying a great deal for the weather. After breakfast I bade farewell to my kind hostess and the other members of the household, then mounting a horse rode over to Blackman's Bay with Mr. Allison. We found the canoe all right, and after a little delay in packing up, my little vessel was once more launched. Saying good-bye and expressing my thanks to Mr. Allison for all his kindness, I waved my paddle and settled to work, the wind being ahead, in getting out of the south arm of the bay.*

*It was a delightful morning, the air pure and invigorating, the trees and slopes on the sides of the bay lit up with the bright sunshine, while the white cottages of the farmers showing among the trees near Bream Creek looked homelike and pleasant.*

*It was about twelve o'clock that, having turned the corner of "south arm," I drew near East Bay Neck. I could see several houses, and men engaged in stacking hay in a paddock close to the water's edge.*

*The keel of the canoe soon grated on the sandy shore, and walking up to the haystack, I explained to the men my desire to obtain a little help in crossing the "neck" and they very readily responded to my appeal and appeared very desirous to see the little vessel from the north-west coast. East Bay Neck divides Blackman's Bay from Norfolk Bay and is not more than a quarter of a mile across. The children gathering on the beach, we had plenty of willing hands to carry the light parcels.*

*Two men carrying the canoe on their shoulders marched first, then I followed with the paddle and mast, the burgee of the Royal Canoe Club still flying at the masthead, then a number of young people with the provision-box, lockers, rudder, shark-spear, etc, so that we formed quite a procession, which attracted the attention of everyone in the little township.*

*Arriving at the beach on Norfolk Bay, I found a little boat jetty formed of planks, running out a long way because the water was so shallow. I soon had the canoe lowered into the water from the jetty and as*

the tide was falling I made the little craft fast to a boat lying near the end of the jetty. I got everything arranged for a start, and then returned to the hotel for dinner; this was soon dispatched and about 1.30pm I stepped into my little vessel, pushed off, hoisted the sail and with fair wind and calm weather sailed on my way for Ralph's Bay Neck, the land near which could just be seen in the far distance. I had now to sail for about fifteen miles, more or less, across the landlocked waters of Norfolk and Frederick Henry's Bay.

That afternoon's sail was a very enjoyable one, with the water smooth, the wind fair, the day fine, and Mount Wellington in the distance, under the shadow of which I knew Hobart Town lay.

I passed two small islands, Green and Garden Islands, pleasant spots of verdure in the midst of the water. Sailing on, East Bay Neck was soon out of sight astern. For some time my course lay along the shore, but at length I came to an arm of the bay, across which I must sail to Ralph's Bay Neck. The question was, to decide as to the exact spot upon the opposite shore for which I should steer. I was able to determine this by the aid of a large mass of rock, named on the chart the "Dough Boy", by noticing the position of this rock in relation to objects on the opposite shore and the coast I was leaving. By these means I was able to steer direct for the "neck".

I still carried the wind on the quarter, passing close to the Dough Boy Rock, which I viewed with great interest. It was a large mass of rock worn smooth by the action of the water. Feeling hungry, I indulged in an afternoon lunch, and after biscuits and cheese and a draught of milk, I felt quite prepared for the usual work of packing and unpacking.

It was about four o'clock in the afternoon when I drew near to Ralph's Bay Neck. The water being shallow broke into waves, and rolled in small breakers some distance from the beach but the canoe made nothing of such trifles, and quietly passing through them sailed up on the beach.

My first care (after dragging the canoe up the beach) was to discover some place where I could obtain the service of a horse and dray. The "neck" being over a mile wide, I should need such help in transporting the canoe

I walked across the flat, having to avoid swampy ground in some places. On the other side of the neck, near Ralph's Bay, I discovered some cottages on high land, and was fortunate in finding a man who had a horse and dray. I explained that I was desirous of getting the canoe across as soon as possible, and the man and his son kindly agreed to come at once. The horse, a very fine one, was put into the dray, and, arriving at the beach, the canoe was soon packed, and in half an hour, after some little difficulty, we arrived at the corner of Ralph's Bay, near the house I have mentioned. I paid the moderate sum of four shillings for the carriage of the canoe, and with the fair wind still continuing, started afresh at 6.30pm.

A number of boys ran along the shore to watch the canoe sailing, as with colours flying and with a fine breeze she ran out of the corner of the bay. In a few moments I caught sight of the entrance where the waters of the bay mingle with that of the Derwent River. I felt then that my voyage was drawing to a close. It was quite dark when I passed under Trywork Point into the waters of the River Derwent and as I rounded the point saw the gas lamps of Hobart Town shining out a welcome

Accustomed to sail along the coast at night, I felt quite comfortable in the river; and as the wind had fallen light, I quietly paddled on, crossing the river at right angles in order to get on the Hobart Town side.

At about 8.30 I came within sight of the shipping, passing the gas lamps on the Esplanade. It was strange experience to close my voyage by coming in the dark to a town I had never seen before and finish my journey by gas light. As I turned into a little bend of the river in which the shipping lay, a party of young men and boys passed close to the canoe. One of them, in a jocular manner, hailed me, "Where are you from?" I replied, "From the north-west coast." To hear those youngsters laugh "Ha! Ha!" they evidently thought it an excellent joke, little dreaming that it was the simple truth, and that the tiny vessel they could hardly see was just concluding a voyage of three hundred miles. Passing under the shadow of large vessels lying at the wharf, I reached the steps at 9pm. Two young men who had just returned from fishing helped me unload and drag the canoe up the steps. As a little crowd had gathered, at my request the young men kindly promised to take charge of the canoe while I went on board the *Windward* (an English ship at the wharf close by) to ask permission to leave my little vessel on board until the morning. Having obtained the consent of the captain of the *Windward*, we carried the canoe on board, and the chief officer said he would keep an eye on the little vessel in the morning until I came down.

Thanking the two young men for their kindness, I took a cab, and, calling at the office of the "*Mercury*" newspaper, reported the arrival of the *Evangelist* Rob Roy canoe from the north-west coast. I then drove to the house of the Rev. J. C. Simmonds, from where I received a very hearty welcome.

And now that I have come to the end of my story, ... I must not close without bearing testimony to the kind and hearty reception and unbounded hospitality that I received from everyone whom I met with, both on the voyage and on my arrival at Hobart Town; and last, but not least, experiencing the wonderful sea-going qualities of the canoe for 300 miles on the iron-bound coasts of Tasmania."

The *Mercury* on Friday 28th February 1879 wrote about the "intrepid ocean voyager" who delivered an entertaining lecture at the Memorial Hall. "*This perilous voyage and hairbreadth escapes*" the article continued as Rev. Fairey outlined the amazing capabilities of the *Rob Roy* canoe. On his journey he had a unique view of the lives of those remote settlers who were so hospitable to him. The voyage was so remarkable that on the 50<sup>th</sup> anniversary of his arrival in Hobart, *The Mercury* on 25<sup>th</sup> February, 1929, included a short paragraph recalling the event.

Postscript: In 1888, Reverend Fairey paddled the *Evangelist* 2200 km down the Murray River from Albury to Goolwa.

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## Minutes of the General Meeting , Tuesday 5<sup>th</sup> September 2023

### Opening - Chair

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- The Commodore opened the meeting at 20.05hrs following the Annual General Meeting.

### Rear Commodore to introduce the guest speaker

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- The Rear Commodore introduced the guest speaker for the evening. Chrissie Rowland who presented on her summer months undertaking contract work in the



- 21<sup>st</sup> October Taranna Boat Club Open Day. Members are welcome to attend.
- 26<sup>th</sup> Oct – 1<sup>st</sup> in Commodore series, 4-day cruise Show weekend
- 27<sup>th</sup> Oct - Opening Day
  
- Mark thanks Erica for including the Cruising calendar in the *Albatross*.

Scott thanked Mark for his work and his organisation and MC of the Anniversary dinner.

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### Treasurer - Report

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- Provided at AGM, No discussion.

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### Commodore

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#### Information

#### Women on Boats Report

- Women On Boats – Val is currently in Gladston and will be our next guest speaker in September. Jane presented at the August meeting.

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### Other Business

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#### Members can bring up topics for discussion

- No Additional Business

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### Next Meeting

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- 7:30 pm on October 3<sup>rd</sup> at the RYCT

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### Close

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- The meeting closed at 20:42 hrs and the Commodore invited members to socialise.
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## Minutes of the Annual General Meeting, Tuesday 5<sup>th</sup> Sept, 2023

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### 1. Opening

The Commodore Scott Poulter opened the meeting at 7:30 pm.

### 2. Attendance

Members were requested to register online. 36 online registrations were recorded.

### 3. Apologies

David Jones, John and Jenny Avery, Van Nicholls. Mike Powell Andrew & Mary Perkins, Judy Boon, Julie Macdonald, Ian Johnston, Erika Shankley Richard & Shona Taylor

#### 4. Minutes of the previous AGM held on 6 September 2022

**Motion - The minutes of the previous Annual General Meeting held on 6 September 2022, as published in the Albatross immediately after the AGM and in the AUGUST EDITION OF THE Albatross, be signed as a true and accurate record of the meeting.**

**Proposer: David Bowker Seconder: Mark Stephenson Carried unanimously**

#### 5. Business arising from those Minutes (if any)

Nil

#### 6. Treasurer's Report and Auditor's Report for financial year 2022-23.

The Treasurer reported that a copy of the Annual Report including the Treasurer's Report, Profit and Loss Statement, Balance Sheet and Auditor's Report has been distributed via email and is available on the Club's website and used for the Annual Return. JP noted that the accounts have been certified with no reserve by the Auditor.

**Total Incomes and net contributions from Events and Sales have represented a total of \$19,300** compared to \$17,258 last year.

- Memberships: \$19,615
- Advertising: \$875
- Net Result Events: (\$655)
- Net Result Sales: (\$535)

**Total Operating Expenses are \$16,384** compared to \$18,331 last year.

- Administration Expenses: \$7,159
- Albatross Expenses: \$7,373
- Other Social Expenses: \$1,682
- Mooring Expenses: \$170

#### **Administration Expenses:**

The main expenses are represented by the Rent to RYCT (48%), IT costs (Club Express, Xero, Microsoft) (32%), bank fees (CBA and Paypal) and Insurance premium.

**Albatross Expenses:** Postage costs represent 23%

**Other Social Expenses:** The main saving has been linked to the Cruising Program no more printed separately.

**Mooring Expenses:** This includes MAST registrations fees for the 2 moorings. This year there was no maintenance costs since maintenance needs to be done only every 2 years.

**Net PROFIT of \$2,916 compared to Operational Loss of 1,073 last year but last year Net LOSS of \$11,073** donation of \$10,000 to the Port Esperance Sailing Club.

**The Current Cash situation at end June 2023 is \$41,567** compared to \$36,939 at end June 2022.

**The total Equity at end June 2023 is \$47,223** compared to \$44,307 at end June 2022.

This gives the Club a reasonable reserve.

Scott thanked Jean-Pierre for all his work & knowledge.

Motion: That the Annual Financial Report 2022/23 as distributed to all members by email on the 16/8/2023 and presented by the Treasurer at the annual general meeting be accepted.

*Proposer:* Scott Poulter      *Seconder:* Rob Greenwell      *Unanimously carried.*

## 7. Appointment of Auditor

*Motion* –“ That Max Peck and Associates be appointed as Cruising Yacht Club of Tasmania Inc. auditor for the next reporting period.”

*Proposer:* Chrissie Rowland      *Seconder:* Sue Powell      *Unanimously Carried*

## 8. Commodore's Report

The Commodore's Report was published in the August Albatross and distributed to all members by email on the 16/8/2023. Scott provided a summary noting 2022-23 was another successful year:

- 23 new primary new memberships and 54 new faces joining the club. Welcomed new members.
- 25 cruises organised with 225 participating vessels 13 short, 4 training development, 6 medium length and 2 extended.
- 11 general meetings with 11 guest speakers sharing their knowledge.
- 3 major social events, 60 attended the new members lunch, 40 attending *At Home with Allan and Dinah*, and 76 attending the Anniversary dinner at Italian Club. Scott thanked Mark Stephenson for his work in organising the event Anniversary dinner.
- Winter forums – 3 informative and interactive well received forums covering medical, fire and electrolysis. Scott thanked Bastian and Blair for organising a great winter forum series.
- 11 editions of the Albatross which are looked forward to each year.
- FB page has had considerable engagement and the web site has undergone a major revamp with Rob unlocking more and more capabilities over time. Scott thanked Rob and Tracey for their work.
- Committee has met 11 times during the year.

**9. Election of Office Bearers**

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

| <b>Position</b>       | <b>Name</b>         | <b>Clarification</b> |
|-----------------------|---------------------|----------------------|
| Commodore             | Scott Poulter       | Re-Elected unopposed |
| Vice Commodore        | No nominations      |                      |
| Rear Commodore        | No nominations      |                      |
| Treasurer             | Jean-Pierre Corgnet | Re-Elected unopposed |
| Secretary             | Chrissie Rowland    | Re-Elected unopposed |
| Editor                | No nominations      |                      |
| Membership Officer    | Sue Powell          | Re-Elected unopposed |
| Webmaster             | Rob Greenwell       | Re-Elected unopposed |
| Committee Member No.1 | David Bowker        | Elected unopposed    |
| Committee Member No.2 | Bastian Siedel      | Elected unopposed    |
| Club Warden           | Mark Stephenson     | Elected unopposed    |

Scott encouraged people to reflect on their interest in the vacant positions and contact him for more information or to express their interest.

**10. Any Other Business**

Scott Poulter thanked out going members of the Committee, Mark Stephenson, David Bowker, Julie Macdonald, Blair Bryant.

**11. Close**

The meeting closed at 20.00 hrs.

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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.***

Moorings 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**

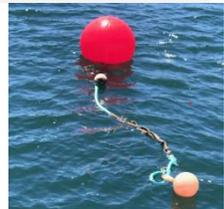


#### ***North Simmonds Bay, Bruny Island Number 2 - 7786.***

Moorings 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.**





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|----------------------------------------------------|------------|---------|-------|
| LIFERAFT PACK                                      |            | >24HR   | <24HR |
| FIRST AID KIT                                      |            | 1       |       |
| THERMAL PROTECTIVE AID                             |            | 2       |       |
| DRINKING WATER (LTR)                               |            | 1.5 X P |       |
| FOOD RATIONS 10,000kJ                              |            | 1 X P   |       |
| SEASICKNESS                                        | TABLETS    | 6 X P   | 6 X P |
|                                                    | BAGS       | 1 X P   | 1 X P |
| WATER-TIGHT TORCH WITH SPARES (BATTERIES AND BULB) |            | 2       | 1     |
| REPAIR KIT, BELLOWES AND BAILER                    |            | 1       | 1     |
| SIGNALLING WHISTLE AND HELIOGRAPH                  |            | 1       | 1     |
| FLARES                                             | PARACHUTE  | 2       | 2     |
|                                                    | HAND (RED) | 6       | 3     |
| PADDLES AND SPONGES                                |            | 2       | 2     |
| SPECIAL ITEMS                                      |            |         |       |



**CYCT Members Buyers' Group.**

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

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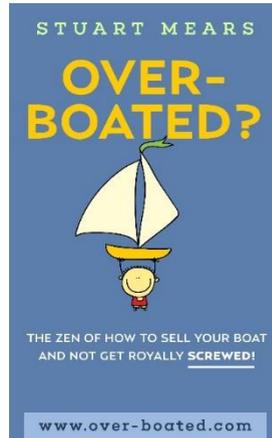
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