

Albatross

Volume 49 No 10 November 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			
	Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore			
	Bastien Siedel	0448 357 027	<i>Blue Crystal</i>
Treasurer			
	Jean Pierre Corgnet	0478 144 650	
Secretary			
	Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Editor <i>Albatross</i>			
	Ian Howarth	0407 822 319	<i>Meltemi SYC</i>
Elected member 1			
	David Bowker	0418 136 493	<i>Duet</i>
Elected member 2			
	Vacant		
Membership Officer			
	Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Webmaster			
	Rob Greenwell		
		0448 348 395	<i>Cuvee</i>
Quartermaster/Warden			
	Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Immediate Past Commodore			
	Val Nicholls	0404 825 310	<i>Aziza</i>

Life members

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

Guidelines for contributions to the *Albatross*

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Ian Howarth – 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 18th. There is no *Albatross* in January.

Cover photo: Recovering a person from overboard is a skill which needs regular practice. See our story on the CYCT Safety Day with Ian Johnson on Page 13.

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Not a CYCT Member?

Visit our website at 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. 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

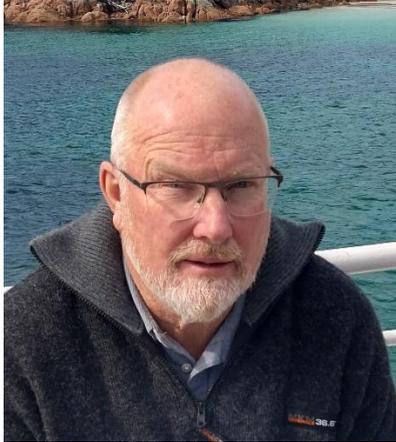
Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club, or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event 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.

New editor of Albatross Ian Howarth (*Meltemi SYC*)



Taking the reins of Albatross has left me with the challenge of filling some very big shoes left by all the previous editors over almost 50 years. It is a big responsibility and knowing there are so many experienced eyes looking over each month's issue certainly adds spice to the task. The club has already thanked Julie McDonald for her sterling efforts over the past three years as editor and I add my own for her assistance in the hand-over process.

No doubt I will be calling her for help as required. It barely needs saying but Albatross is not just produced by an editor. It is the product of the efforts many people who contribute time and effort to produce material of interest to members.

I urge all members and readers to send in any pictures and words of boating and related events you may attend so we can all share in the varied experiences of CYCT members both locally and further afield. We all have phones with great cameras now so snap off a few pix and send them along with any words to editor@cyct.org.au As I have not met or gotten to know the majority of members you might be interested in a little background.

I grew up in Victoria and cut my teeth in Bass Strait as a child with my dad who worked out of Flinders in Westernport Bay as a seasonal crayfish and shark fisherman.

We had our 28 foot double ender timber boat at Flinders and I well remember filling her to the gunwhales with what we called bay trout (salmon) trolling with handlines.

I started sailing dinghies at Sandringham Yacht Club at age 12 and progressed via International Cadets, 14Ft dinghies, and Yachting World Diamonds to my first ocean race at age 18.

This was the Golden Fleece Great Circle race which did a clockwise lap of Tasmania from Queenscliff finishing at Flinders.

Then it was regular Bass Strait races between Melbourne and Tasmania each year for the next 30 odd years including numerous Melbourne/Sydney to Hobart events.

I finally got tired of taking dubious directions from the owners of these racing yachts and took the plunge in 2011 acquiring *Meltemi SYC*, a Wauquiez Centurion 40s, which is now based in Kettering, so I could make my own mistakes.

My partner, Lyn Boulton and I have made a number of long cruises up the East coast as far North as Hinchinbrook Island and several trips down to Tasmania, the last one being permanent, having acquired a home in Woodbridge looking out over the Channel and Bruny Is.

One of the first actions on moving to Tasmania was to join the CYCT and we have been on a number of shorter cruises with the club getting to know some of the people and boats but always having a lot of fun.

I am constantly amazed at the depth of experience within the club membership and the stories that must be locked away inside some of those heads.

As editor I would love to unlock some of those memories and stories and get them in print for the enjoyment and benefit of us all.

There is nothing better than mucking about in boats and it is even better when some of those stories start to flow.

The monthly deadline for all contributions is the 19th so please keep those articles rolling in.

I look forward to meeting all of our members and friends over time.

CYCT CALENDAR..... Check the website for more details.**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 will not be 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 cleanup. 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**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.

MON 1st JAN 2024**Norfolk Bay and Dunalley Cruise**

A week in Norfolk Bay where protection from all winds is easily found and beaches, walks, day sails and fishing abound. Sundowners one night will feature extra sizzle in a sausage sizzle. A Denison Canal transit Thursday morning, with time to wander around and then overnight in Dunalley is planned, along with a meal at the wharf eatery. Returning to Norfolk Bay on Friday morning for the last couple of days. Cruise Contact is Mark Stephenson onboard CROWN VENTURE on 0438 854 380

MON 26th JAN 2024**Commodore Series Cruise**

One of the Commodore's Series of cruises to either Recherche, Port Arthur, Adventure Bay or Norfolk Bay. Taking in the Australia Day public holiday and cruising over 3 days, the Commodore will decide the most convenient destination according to the forecast weather. Cruise Contact is Scott Poulter 0419 513 983 (p)

SAT 10th FEB 2024**East Coast Cruise**

Take 2 weeks off and head away with CYCT members through the canal and up the east coast. With likely settled weather and numerous options to anchor, to fish, to beach comb, to restock, to eat out. Lots to do and never enough time! Times for the canal transit are Sun 11 FEB 1.53m at 1130, Sat 24 FEB 1.30m at 1000. Cruise Contact TBA

SAT 2nd MAR 2024**Bass Strait Circumnavigation**

The plan is to circumnavigate Bass Strait, between Saturday the 2nd of March to Sunday 17th March. The direction of travel will depend on the prevailing weather. The intention is to visit the Tamar or Port Sorrell, Rocky Cape, Stanley, The Fleurieu Group including Three Hummock & Hunter Islands, Refuge Cove - Wilsons Promontory, the Kent Group including Deal & Erith islands, and the Furneaux Group. Vessels will rendezvous on March 2 between Flinders Island and the Tamar River. The rendezvous anchorage and direction of circumnavigation will be announced around the 27th of February. One week has been allowed for vessels to make their way to the rendezvous on March 2. The circumnavigation will finish on March 17 between Flinders Island and the Tamar. Vessels may return in company or spend more time in the area (*Gradiva* is likely to spend more time in the area). Scott will facilitate vessels linking up to cruise in company for the passages up and down the East Coast. Vessels must be well prepared for all possible conditions throughout the cruise. Cruise Contacts are Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983. Feel free to phone or email to discuss the cruise at any time. More information will be made available to those registered during coming months.

INVOLVE YOUR WIFE – Erika Shankley



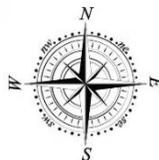
The review of the book *The Sea Wife's Handbook* in the October *Albatross* struck a chord in my memory. An article in a similar vein appeared in *Albatross* in 1976. Well-known ocean sailor, Lin Pardy, described her introduction to sailing with her husband, Larry, and how she was able to become a competent sailor, herself.

Eric Hiscock, she said, wrote that “*The only way to get a good crew is to marry one.*”

Times have changed and these days there are a large number of women who sail their own boats - as a family; as an all-female crew; or like Val, our Immediate Past Commodore, single handing. Since February 2011 the CYCT has conducted a very successful *Women on Boats* programme. Initiated by Kim Brewer and Alan Gifford, women have increased their confidence as they honed their sailing skills in an all-female environment.

Read Lin's full article in in the July and August issues of *Albatross* in 1976.

Photo of *Honey Bee* heading up D'Entrecasteaux Channel by Chris Creese



Commodore's report – Scott Poulter



The new committee met for the first time in October and confirmed the appointment of the following members to the committee.

Vice Commodore
Rear Commodore
Editor

Rick Allen
Bastian Siedel
Ian Howarth

We are still looking for one more “Committee Member” so please give me a call if you can help out on 0419 513 983.

With the days getting longer and the weather warming up we can now all focus on the cruising season ahead. I am looking forward to the Commodore's Series of cruises with the weather, the first of which starting on Hobart Show Day will be underway or completed by now. We then have the new members lunch at Kettering Yacht Club on the 11th where we have the opportunity to welcome and get to know the new members who have joined the club over the last 12 months.

Check out the calendar both on the website and in this issue. If you are interested in a cruise then register online early. Early registration makes sure you are copied in on emails associated with planning the cruise. The website allows the Vice Commodore or Cruise Contact to send emails to all registrants for a particular cruise. If you are not registered then you may not get the information. If it turns out that you can't attend then just let the cruise contact know. We have two extended cruises in February and March.

The East Coast cruise starts on the 10th February and finishes on the 24th February. Typical anchorages include Maria Island, Orford, Schouten Island and the Freycinet Peninsula. One week later, on the 2nd of March, the Circumnavigation of Bass Strait cruise commences. Vessels will rendezvous on the 2nd March at a designated location somewhere between Flinders Island and the Tamar River depending on the weather.

These two extended cruises are scheduled sequentially and one week apart to allow vessels to undertake either cruise separately or combine both into one six week cruise. I will be the Cruise Contact for the Bass Strait Cruise and I have prepared a preliminary Cruise Plan as a separate article in this issue. Have a read and if you are interested in joining us then early registration will ensure you receive additional planning information.

One last reminder.

The CYCT has a private Facebook Page accessible to CYCT members only. This is a great place to share photos, share information on anchorages, plan sundowners, ask questions etc. Tracey Taylor and I are the administrators. To join you just need to search The Cruising Yacht Club of Tasmania on Facebook and answer three simple questions. The administrators then get a message from Facebook, we confirm you are a member of CYCT and you are good to go. If you have any problems contact myself or Tracey

Vice Commodore's report – Rick Allen

**What's Happened -**

Combined Clubs' Open Day. Eleven CYCT vessels were registered for this event with at least thirteen participating in the sail past. The CYCT fleet was led by Webmaster Rob Greenwell on Cuvee flying the CYCT banner. Check out the cruise report in this issue.

Events To Come-

Thursday 26th October- Commodore's Series run by the Commodore, 4 days, 4 boats registered so far.

Tuesday 7 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. (See invitation in this issue). The lunch is so members and get to meet and chat. There is no cost to members but 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.

Saturday 25 November- Oyster Cleanup run by Dinah Jones

Who is Rick Allen

To introduce the new Vice Commodore to the many members who may not have met him, Rick Allen lives in Woodsdale, Tasmania, with his wife Lesley, a "born and bred" Tasmanian. He has a keen interest in the sea, naval history, military horses and saddlery, long equestrian journeys and the history of his profession; that of saddler.

He bought his first boat at the age of 12. With a family shack at Carnarvon Bay and relatives on Maria Island he was never far from the sea.

Rick's father was a merchant seaman and professional fisherman, his grandfather a master mariner tug skipper in London and his great grandfather a master mariner Thames barge sailing captain. Rick's maritime passion was obvious when he joined the Navy at the age of 15 and completed his education at HMAS Leeuwin. Upon discharge from the permanent Navy, Rick served another 8 years in the Reserves on a patrol boat. Since the navy days Rick has become a qualified electrical fitter, workplace trainer and assessor, ships master, marine engine driver, saddler, horseback tour guide, certificate IV in business, remote area trainer and author.

His passion to write stems from a desire to pass on the knowledge and stories from 14 years in the Navy, as a commercial ships master for TASSAL, a Seaport Charters operator on Sydney harbour as well as operating private tugs and doing a few boat deliveries.

Rick's vessel is the *MV Southern Explorer*, a sixty-foot expedition style cruiser, used for delivering a training package called 'On Water Skills' for military veterans. These are in the form of 3 to 9 day courses with most of the time spent at sea. He normally runs a crew of three and on extended cruises a crew of four, usually with a couple of veterans joining in. A member of CYCT for over two years, the *Southern Explorer* has taken part in two annual extended cruises to Flinders Island in 2022 and the West Coast, Port Davey and beyond cruise earlier this year.

He and his crew look forward to many more.

Rear Commodore's report – Bastian Siedel

What makes the world's most accomplished solo sailors so successful? How come they can pull off incredible, inspiring voyages and races year in and year out? It's just one person and one boat, right? Well, not quite.

As recent Golden Globe Race winner Kirsten Neuschaefer and Vendee Globe Race winner Yannick Bestaven would willingly point out after crossing the finish line - they just could not have done it without working in a team of highly dedicated and accomplished individuals on shore. The basis of their success is a highly functioning team. Any high performing organisation works on the same principle, and your CYCT aspires to mirror that.

I'm delighted and privileged to have been part of the CYCT committee for the last 12 months. It's been an incredible experience and I've learned so much in that time from our outstanding office bearers and members. May I especially point out our fabulous Vice Commodore Mark Stephenson, our Rear Commodore extraordinaire David Bowker and our outstanding Albatross editor Julie McDonald.

However, due to the CYCT's constitution, there are going to be some changes. So for the next 12 months you'll see David nominally being Committee Member 1 and me acting in the role of Rear Commodore. Mark is going to be our new Warden, Julie is taking a well-deserved break, and I warmly welcome our new Vice Commodore Rick Allen and our new Albatross editor Ian Howarth to the committee.

David and I will work very closely to ensure that we continue to attract inspiring presenters for our monthly meetings. It'll be hard to top last year's attendance rates - but we aim high.

At our next meeting on November 7th, David will introduce Peter Hopkins, from MAST. Peter will be describing the changes in the legislation concerning Electronic Visual Distress Signals or EVDS. As you may be aware, these are now acceptable as an alternative to the four handheld flares required in sheltered and open waters. If you opt to carry an EVDS, you will also need to carry on board a GPS-enabled EPIRB and VHF radio. The EVDS is not efficient in daylight so the EPIRB and VHF will aid in distress. Peter has been involved in writing the standard for these so he is very well informed. It's going to be a highly relevant presentation by one of the experts in this area.

As a 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. The RYCT is **NOT** able to offer meals as usual, as the club is hosting a very big Melbourne Cup Day lunch

And a heads up for the December meeting - this be our traditional TAS Maritime Radio BBQ on December 5th.

I'm very much looking forward to seeing many members there.

Membership Officer's Report – Sue Powell



Your Membership Officer is still hobbling along with a walking stick, and expecting the results of yet another x-ray, so still no sailing but I have been aboard *Yaraandoo II* this month. There are only 18 registrations for the New Members Lunch scheduled for 11th November and it is a **registration only** event. This is usually a fantastic celebration so please get your registrations in and acknowledge our New Members. I trust you have all visited the web site and made any necessary amendments as I am currently preparing the 2023 Membership Directory for publication.

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

Shane Collins	<i>Reprieve</i>
Nicole Collins	<i>Reprieve</i>
Dennis Ward	<i>Kioni</i>
Sarah Ward	<i>Kioni</i>
Karen Moore	<i>La Gecko</i>
Darren Moore	<i>La Gecko</i>

PROVISIONAL MEMBERS UPDATED TO FULL MEMBERSHIP

Catherine Chapman	<i>Solstice</i>
Paul Chapman	<i>Solstice</i>
Endra O'May	King Billy sailing dinghy

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
<i>No Boat</i>	Sally Ellery	0401 175 099
<i>Isabella</i>	Michael White	0411 513 386
<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/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
Leela	Graham Openshaw	0439 315 681
Leela	Janet Lennie	0467 036 147
Huon	Paddy Hodgeman	0401 929 018
Huon	Louise Hodgeman	0401 929 018
Solstice	Catherine Chapman	0422 673 447
Solstice	Paul Chapman	0421 917 460

Cruising plaque awarded at long last



My one final task to perform prior to stepping down as Vice Commodore was to present a Cruising Plaque to a couple who we hadn't seen around much in recent times. Working in WA does limit the opportunities to join in with local events!

I invited Chris and Jo from *TERE* to join Russell and I for coffee onboard *Crown Venture* on a Sunday morning as we were heading north past North Simmonds on our way back to the DSS. Sparkling day it was too. Full sunshine and no wind. Easy to get alongside the pontoon and our guests helped secure the lines.

The Cruising Plaque was an award from a few years back and acknowledged the time and effort in getting prepared for a cruise and then in making successful passage to the destination and returning home safely. Their cruise was to Lord Howe Island and then onto southern Queensland before returning to Tasmania.

I made a very short speech acknowledging their efforts, before handing over the plaque and then toasting them with a coffee and a biscuit!

Mark Stephenson

Safety weekend with Ian Johnson

Quarantine Bay - Bruny Is (Sept 23/24)

The Channel presented those attending the recent safety weekend with Ian Johnston aboard SV *Julienne* with light winds and a gentle sail to our rendezvous in Quarantine Bay, Bruny Island.

The safety weekend kicked off with great theoretical discussions about safety onboard and how the next couple of days would unfold. We had a great session on towing. Ian demonstrated the set up using some models showing how to secure the controlling vessel from aft of the beam of the other vessel.

The benefit of the controlling vessel from aft of the beam of the other vessel is that the propellor is behind the centre of rotation of the towed boat allowing for easier steering. It was much easier to tow from the side than behind as towing behind requires a bridle, which is more difficult to manoeuvre.



Julienne. Credit: Jill MacLaurin





Ian with models. Credit Jill MacLaurin.
a tow alongside. Jill MacLaurin

Setting up



L to R Under tow alongside. Under tow behind. Setting up: Credit: Jill MacLaurin

Ian constantly reinforced the information he was giving. His knowledge of running rigging and ropes was exceptional. He outlined the different ways ropes are produced - either laid or braided. For those that attended our general meeting with Barbara Frankel of Australis Knots, you will recall making a three-strand laid (twisted) rope.

Braided rope tends to have a braided core inside a braided sheath. Ian discussed the multitude of materials used to make ropes, synthetic (nylon, Kevlar, polypropylene, dyneema) and natural fibre (hemp, cotton) and their different qualities and uses.” *If you want a sound night’s sleep don’t use a braided rope for your lines as they’ll groan all night”.*

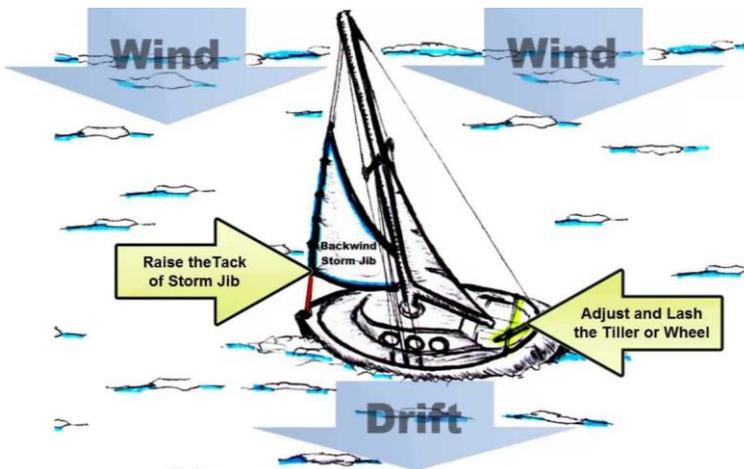


We sat around a delightful fire on shore where we discussed some essential sailing knots including figure of eight, clove hitch, bowline, thief and reef knots, amongst others. We also learned to use a heaving line properly!

Rope work and fire Credit Chrissie Rowland

When we think of heaving-to (or being hove-to), we often

jump straight to thinking of it being used as an extreme weather technique when dogs are being blown off their leashes. However, it can also be used in light air for *parking your boat* to make a cup of tea or have lunch. The process involves backing your jib (or simply tacking without moving the jib across) while filling your main partially on a close-hauled or close-reaching course. In reasonable conditions the boat should be balanced, moving forward and to leeward very slowly.



Recovering a person from overboard is a critical skill that every sailor should know and practice regularly. The more familiar and practiced you become with techniques the higher the likelihood of recovering the person in a timely manner. The risk of hypothermia in southern Tasmania is high. It depends on several factors such as water temperature, air temperature, wind speed, the clothing worn and the amount of body fat of the person in the water.

Hypothermia occurs when the body's core temperature drops below 35°C. The risk of drowning increases nearly five times if the water temperature is below 15°C. In Tasmania, sea temperatures range from 8°C in Winter to 18°C in Summer.

Therefore, in Tasmania, hypothermia can occur within minutes of exposure to cold water. Ian discussed avoiding swimming or moving too much, which increases heat loss and the importance of the foetal position (hugging your knees) to reduce heat loss. The group discussed different recovery methods and procedures depending on the type of boat, weather conditions, and the state of the person in the water.

SOS recovery ladder: Credit Chrissie Rowland

Julie and Charles (SV Rhona H) kindly loaned an SOS Recovery Ladder for the weekend. The SOS Recovery Ladder can be used in two ways, as a ladder or as a horizontal lift. It is stored in a bag which is attached along the gunwhale of *Julienne* and tied securely at the stanchion base. To deploy it is rolled out over the side of the boat. The ladder has five steps that are 370 mm wide and well-spaced to provide stable foot and hand hold. The bottom end of the ladder has a lifting eye which is attached to a halliard.



We tried out a simulated horizontal lift of an injured person out of the water (in this case Andrew Boon) using the spinnaker halyard attached to the bottom end lifting eye with the boom fully out to haul him back aboard, parbuckle recovery style. This technique uses 2:1 leverage and minimises the risk of further injury.



L and R. Andrew Boon being winched aboard: Credit David Bowker

We also practiced recovering a person from overboard while under way using a hessian bag full of wood attached to a buoy to simulate a victim. In this case we used a recovery sling (also referred to as a flotation collar) with fifty meters of polypropylene floating rope. Once the POB had been called the sling was thrown and the polypropylene floating rope fed out behind the boat.



Person Overboard (POB)
recovery sling with fifty meters
of polypropylene floating rope:
Credit Chrissie Rowland

The boat then commenced circling the POB allowing the line to come within contact to the POB. (Adding a small drogue to the horseshoe enabled it to come alongside quicker.)

This enables either the POB to swim to the line or the sling to reach the POB. Once the POB was brought alongside the SOS Recovery Ladder was used as a horizontal lift and pulled aboard using the halyard to lift the person up to the level of the boat.



POB (logs in hessian bag) being winched aboard: Credit Chrissie Rowland.

On Sunday morning we set off to ground *Julienne* in Missionary Bay, gently running aground on a sand/seagrass bottom.



Left - Julienne aground: Credit Chrissie Rowland.

Ian demonstrated kedging (the process of pulling a boat off a sandy bottom having run aground). The anchor was rowed out astern from the boat and set. The anchor rope was then taken back through a roller at the foot of the mast to the windlass which was used to haul the boat off the beach.



Ian rowing anchor out ;



Anchor rope through turning block at mast:

Anchor rope around windlass: Credit Chrissie Rowland



The safety weekend finished with a great discussion on the characteristics of boat building timbers and the difference between old growth and plantation timbers. This important discussion warrants further consideration.

We'd all like to thank Ian for all the work he put into the planning for the weekend. It was a valuable and enjoyable experience which raised lots of questions and was a reminder of the importance of safety at sea and practicing safety manoeuvres and drills.

By Chrissie Rowland

Shane and Nicole Collins
SY Reprieve
Rustler 37

Where we've been, what we've done, where were going....



Sometimes the most amazing adventures start with a simple idea....

Back in 2004 there was an opportunity for us to take some time out of our business and travel for a time with our three children.

The conversation ebbed and flowed along the lines of a car/caravan around Australia for a year, which soon changed to a yacht around Australia, and then evolved further after a statement from Shane....

"You know the best sail plan is to buy a boat as far away as possible and sail back to Australia!" Now he had my attention!!

"Where would as far away as possible look like?" I asked somewhat naively. The answer I found out in the months/years that followed was Sweden. Those months and years preparing were filled with constant conversations of yachts and the

training and preparation we would both require to get our family back home in one piece, happy and healthy.

In August 2007 our adventure officially began Shane (captain), myself (first mate), Neisha 7yrs, Jack and Jessica 5yrs (crew) took ownership of 'Grace', a Halberg Rassy 46 in Orust, Sweden. (As some of you will know she is now located in Tasmania).

Over 4 years we home schooled our children while sailing the amazing waterways of Scandinavia, England, and the Med. We crossed the Atlantic and the Pacific oceans with no time specific schedule except that of the tides, currents, and weather.



We made it back in one piece, older, wiser and a little bit leathery, but with the knowing, this adventure with our family was the best thing we have ever done. For some time after returning to Australia in 2010 we were 'boatless'.... but, as the kids grew and then went on to university and TAFE our conversations turned again to boats!! Surprise surprise!!



In the middle of Covid we made two big choices.... Bought a Rustler 37 called 'Reprieve'. in Sydney and, moved to Hobart (the best sailing ground in Australia) from the Sunshine Coast. Hobart is the perfect fit for us and two years later, we couldn't be happier. We are excited to have time on our hands to improve our sailing skills, explore Tasmania's beauty and perhaps stretch our sea legs further afield, while along the way enjoying the company of like-minded souls in the Cruising Yacht Club of Tasmania.

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 rd 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!

Cruise Report - Combined Clubs Opening Day – Scott Pouter

On Friday, Oct 6, *Gradiva* had a fantastic sail from the Quarries, where we had been sheltering from strong and gusty SW winds, all the way up the channel and then the Derwent, eventually anchoring in Sandy Bay off the RYCT.

After a lovely calm night, Saturday presented us with a fine cool day for the Combined Clubs' Opening Day and sail past. In the morning we delivered the CYCT banner to *Cuvee* to lead the 11 boat strong CYCT fleet during the sail past. A

At 12:45 we went ashore to meet the five other Commodores, their partners and guests and at 13:30 we were all invited to board the beautiful old Motor Launch *Egeria*.

Soon after boarding a pipe band on the dock signalled the arrival of Her Excellency, Mrs Barbara Baker AC, Governor of Tasmania.

Our host, Richard Bevan, Commodore RYCT, introduced each of the guests to the Governor and *Egeria's* efficient crew, from the Motor Yacht Club of Tasmania, soon had us anchored in Sullivans Cove in preparation for the sail past commencing at 14:00.

The combined fleets were led by *Midnight Rambler* and from our vantage point on *M L Egeria* the fleet presented a magnificent spectacle making their way into Sullivans Cove.



The CYCT fleet start time was 14:25 with the dropping of Code Flag H.

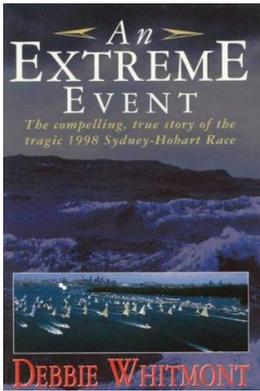
We had 11 registrants including *Gradiva* (anchored in Sandy Bay). *Cuvee* with Rob & Tricia led the way followed by Richard on *Luna Seas* and Catrina & Brendan on *Dalliance*. *Minerva* was dressed for the occasion by Lew & Liz, followed by Alex & Jackie on *Rusalka* and new members Catherine, Paul & Tess on *Solstice* also dressed for the occasion.

Meltemi SYC with Ian & Lynette were followed by Andrew & Judy on *Juliet* and the *SV Rhona H* with Charles, Julie & crew saluting the Governor and the CYCT. I photographed the nine vessels mentioned above as they passed *M L Egeria*. My apologies go to the following members and vessels for not photographing your vessel; David on *Mulberry*, new members Anne, Mathew, Bill and Liam on *Escape Plan* and Paul & Rosemary on *Wayaree*.



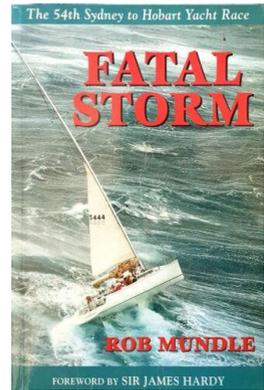
As the last vessel passed and saluted the Governor, the crew of the *M L Egeria* raised the anchor and we proceeded to the rendezvous off Nutgrove Beach. There were many vessels anchored in close proximity with everyone enjoying the sunny afternoon. The Governor was keen to relax and enjoy the atmosphere with the *M L Egeria* anchoring amongst the fleet. After a fantastic afternoon we motored back to the RYCT, jumped back in our dinghy and headed out to enjoy the evening, the sunset and magnificent views of the city from our anchorage on board *Gradiva*.

Book Review – Chrissie Rowland



Book review

About this time each year I pick up and read two books; An Extreme Event: The compelling, true story of the tragic 1998 Sydney – Hobart Race, written by Debbie Whitmont and Fatal Storm: The inside story of the tragic 54th Sydney to Hobart race, written by Rob Mundle. I see it as my yearly dose of humble pie and a reminder of what can be thrown at even the



most prepared sailor.

The 1998 Sydney to Hobart yacht race was hit by an unexpected and severe storm that caused the death of six sailors and left many others injured. The weather system built into an exceptionally strong storm with winds more than 65 knots and gusts to 80 knots and reported by some to be more than 100 knots. The participants of the race set sail into what would become a severe east coast low. Strong winds were forecast, and conditions worsened as the participants of the race set sail. According to the Australian Bureau of Meteorology (BOM), East coast lows are unusual but not unprecedented. We typically see very intense east coast lows once every two or three years.

In early October this year we received confirmation from the BOM that the El Niño Southern Oscillation (ENSO) is underway. Models indicate some further warming of the central to eastern Pacific is likely, with sea surface temperatures remaining above El Niño thresholds until at least the end of the southern hemisphere summer 2023–24.

We learnt from Penny Haire during her presentation on tidal and ocean currents around Tasmania at the general meeting in October, that sea surface temperatures can influence wind in several ways and that strengths respond to the annual cycle of the El Niño Southern Oscillation.

The 1997-1998, the year of the above-mentioned race, El Niño was at the time one of the most powerful El Niño Southern Oscillation events in recorded history. It resulted in widespread droughts, flooding, and other natural disasters across the globe.

On October 10th this year, the Bureau of Meteorology issued its long-range climate forecast from November 2023 until February 2024. During the forecast period we can expect a greater than 80% chance above median maximum temperatures. We are 2.5 times more likely than normal to experience unusually high maximum temperature and 60% to greater than 80% likelihood of above median minimum temperatures.

An Extreme Event and Fatal Storm are my annual reminder. With unequivocal evidence of climate variability and the increasing intensity and frequency of weather events and predictions for the coming sailing season, they are I reckon a compelling read.

By Chrissie Rowland

Sources: Penny Haire ABC, BOM,

Women on Boats – Julie Porter



October WoB's was onboard and alongside on *SV Rhona H* (flare night postponed for once the weather settles) followed by fish n chips at Fish Frenzy (and a quick call to Val)!

We didn't get through all the activities, but lovely to welcome WoB's onboard, sit around the table and chat and talk about experiences!

Thanks to Tracey for sharing her radio stories from *Aziza* when she was with Val: good to remember to have the list of frequencies and areas.

Much discussion about the lights on the docks: they are for the gulls. A few more came on after 20:30. The wind finally eased just as we would have been coming in so it was a good call to postpone heading out to another day.

November: we will be back at the RYCT and run through the radio questions for a touch more revision.

Fair winds always,

Julie P

Minutes of the General Meeting, Tuesday 3 October 2023

Opening - Chair

- The Commodore to open and chair the meeting at 7:32pm
- Update on vacant committee positions

○ Commodore	Scott Poulter
○ Vice Commodore	Rick Allen
○ Rear Commodore	Bastian Seidel
○ Secretary	Chrissie Rowland
○ Treasurer	Jean-Pierre Corgnet
○ Editor - <i>Albatross</i>	Ian Howarth
○ Membership Officer	Sue Powell
○ Committee Member 1	David Bowker
○ Committee Member 2	Vacant
○ Webmaster	Rob Greenwell
○ Quartermaster & Warden	Mark Stephenson

- Scott acknowledged that Mark has conducted a handover to Rick, David a handover to Bastian and Julie a handover to Ian.
-

Introduce the Guest Speaker: Penny Haire, Managing Director of Tidetech who presented on new scientific information on tides and currents around Tasmania and Bass Strait. Penny explained where the information comes from and most importantly how it can be accessed by the average sailor.

Penny explained how 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.

David thanked Penny and presented her with a plaque.

Secretary

Attendees and Apologies

- Attendees including Member Guests must be registered on-line.
- Apologies in advance: Van Nicholls, Sue Powell, Jean-Pierre Corgnet, Bastian Siedel, Rick Allen, Rob Greenwell
- Guests to be introduced: Shane and Nicole *SV Rapree* and Ron Vaughan *SV Van Demon*.

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on 5th September 2023 as published in the September *Albatross*, be signed as a true and accurate record of the meetings:
 Proposed by David Boker Seconded by Mark Stephenson Unanimously
 carried

Business arising from the Minutes

- NIL

Membership Officer – New Members

In Sue's absence the Warden, Mark Stephenson invited new members present to step forward. We have three new memberships yet to be presented with their welcome package. There were two new applications for membership during the month. Unfortunately, there were no new members in attendance.

Discussion

- 11 November New Members lunch

Vice Commodore - Report

Scott introduced the new VC and provided some background.

What's happened.

- Randalls Bay Cruise, very windy so cruise was cancelled.
- Scott thanked Ian Johnson for facilitating the Safety Weekend. Not a lot of wind and the tide was coming in which was positive, particularly for the kedging. Tried towing, POB and other activities. Looked at systems to get a cold, wet, exhausted person onto the boat. Ian thanked Andrew Boon for being the MOB and Julie and Charles (*Rhona H*) for the use of the SOS recovery sling.
- Videos will be available on the website.

Treasurer - Report

- JP an apology and has provided his report for the meeting. Everything is in order. One anomaly which was a donation from Alex and Bastian Siedel

Commodore

Information

- The Flare demonstration on the 16th October has been postponed a few weeks.
- WOB's report – Julie an evening with Vall presenting on her cruise up north. Next month flare evening on 16th October on the *Rhona H*. Looking at reviewing COLREGS. For those women that would like to receive emails regarding WOB need to sign up by checking special interest groups .

Discussion

- No Items

Other Business

No other business

Next Meeting

- Tuesday 7th November 2023 7:30pm at RYCT

Close

- 20:45
-

Postcard from Val Nicholls



Postcard from former commodore Val Nicholls with her daughter Emma. Val is cruising the East coast in her lovely wooden yacht *Aziza*. Val is currently at Yeppoon in Queensland where the biggest worry is getting a decent internet connection.



New cruisers to look out for

When CYCT members are on the water this summer look out you may spy a new boat. We were alerted by this note.

“We have recently purchased a Beneteau 47.7 for racing and cruising. Our family plan to cruise in Tasmanian waters this summer and are currently passage planning. Having had some interactions with the Cruising Yacht Assoc of Victoria we see great value in linking with clubs and tapping into the resources and support provided.

We’re active members of the Royal Melbourne Yacht Squadron and Ocean Racing Club of Victoria and the boat will be berthed at St Kilda when not out and about.”

Dennis Ward (0402 321 833) Berkeley Vale (0447 192 420). Web <http://www.avigrain.com.au> Facebook <http://www.facebook.com/Avigrain>

Cruise Plan – Circumnavigation of Bass Strait - March 2 to March 17 - 2024

This is an invitation to cruise in company on a Circumnavigation of Bass Strait. As your cruise contacts, Scott & Rachel Poulter, scottbrian@me.com, 0419 513 983, on board *Gradiva*, we look forward to the company of you and your vessel on this cruise. We have cruised all of these areas and most of these anchorages. I am also confident that other members who plan to participate will contribute to the pool of experience we can draw on. We are excited to revisit our favourite anchorages and explore new anchorages with the company of a CYCT fleet. Remember, if you are interested in participating, early registration will ensure you receive additional planning information, rendezvous details etc. You can always pull out if things don't come together for you, just let me know please.

To allow you some time to read the relevant pages of your cruising guides, study the charts, get comfortable with the distances, ask questions and build the excitement we have prepared one possible outline itinerary for the cruise. This is one of many possible itineraries, as our over-arching philosophy is to let the weather and the forecast decide the final itinerary. The direction of travel, clockwise or anti clockwise, will depend on the prevailing weather at the time. The intention is to visit the Furneaux Group, the Kent Group including Deal & Erith islands, Wilsons Promontory & Refuge Cove, the Fleurieu Group including Three Hummock & Hunter Islands, Stanley, Rocky Cape, Port Sorrell, the Tamar, and Foster Inlet

Vessels will rendezvous on Saturday the 2nd of March somewhere between Flinders Island and the Tamar River. The rendezvous anchorage and direction of circumnavigation will hopefully be announced to all participants as early as the 25th of February. For this preliminary cruise plan we will assume a Rendezvous at Thunder & Lightning Bay, Cape Barren Island on the 2nd of March and an anti-clockwise circumnavigation. The start date allows one week for vessels participating in the East Coast Cruise to make their way to the Rendezvous on the 2nd March. Vessels not participating in the East Coast Cruise will make their way to the Rendezvous as appropriate. We will facilitate an opportunity for all vessels heading north for the cruise to link up at Freycinet prior to the primary Rendezvous.

Getting to the Rendezvous

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

Freycinet Peninsula has protection from most weather in beautiful anchorages and therefore presents the perfect location to link up and await an appropriate weather window for the trip to the rendezvous further north.

Freycinet to Eddystone Point – 74nm

Good anchorages along this section of coast are few and far between and all are affected by NE-S swell when present. Westerly weather typically results in variable winds on this coast, while anything sustained from the NE-S results in swell. Sea breezes are likely in the afternoon in warmer weather. Anchorages include, Waubs Bay (Bicheno) S-W, Long Point W-N, St Helens Island N-NE, Binalong Bay SSE-W, Cosy Corner SW-NW. It may be necessary to complete this passage in a single day. The northern side of Eddystone Point has good anchorage for SSE-WNW with some protection from S-SE swell. The Southern side of Eddystone Point has good anchorage for NW-NE with minimal swell protection.

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

The tidal flow rates increase to very strong (3-5kn), flooding west, as you head into Banks Strait, particularly near points and capes. Wind over tide creates seas in Banks Strait that are very short and sharp and therefore best avoided in all but lighter breezes. Passages are best made with both the tide and wind in your favour.

There are two good anchorages on mainland Tasmania at either end of Banks Strait, Great Musselroe Bay SE-W and Foster Inlet N-E-S. The passage from Eddystone point to Great Musselroe Bay often has many cray pots to avoid. There are a number of anchorages along the way through Banks Strait including Swan Island NW-N, on Clarke Island, Moriarty Bay NW-S, Rebecca Bay WNW-ENE and Spike Cove N-SE, and West Bay on Preservation Island N-SE, which should all be considered fair weather anchorages due to the close proximity of very strong tidal flows, rocks and shoals.

Thunder and Lightning Bay and Key Island Bay are excellent anchorages with great beaches, beautiful boulders and good holding, to shelter from NNW through N to SE after transiting Banks Strait E to W or while waiting for the right weather and tide to transit Banks Strait W to E.

Circumnavigating Bass Strait Anti-Clockwise

Furneaux Group West Coasts, Thunder & Lightning Bay to Roydon Island – 35nm (3 days)

The passage north to Roydon Island may easily be completed in one day. I have allowed three days in the schedule and our time here will be dependent on the weather windows available for the onward passage. The west coast of the Furneaux group, from Thunder and Lightning Bay to Roydon Island has less tidal flow, less swell and offers a multitude of beautiful anchorages suitable for most conditions. Some anchorages require care and caution when anchoring due to weed. However, suitable anchorage can generally be found. Anchorages include Thunder & Lightning Bay NW-ESE and Key Island Bay NW-SSE, North Badger Island SE-SW & Lucy Point Badger Island SW-NW, Fotheringate Bay/North Trouser Point NE-SSW & South Trouser Point NE. Laughtons Beach East Kangaroo Island SW-NW & Front Bay East



Figure 1 - Fotheringate Bay, Flinders Island

Kangaroo Island NW-NE Spit Point & Peacock Bay Prime Seal Island SW-N, Settlement Point N-E, Port Davies E-S, Marshall Beach/Rock NE-SE, Roydon Island SW-N-E

Furneaux Group to Kent Group – 32nm (2 days)

32nm northwest from the Furneaux Group, 50nm southeast from Refuge Cove, and 100nm NNE from the Tamar lies the Kent Group. The Kent Group including Deal Island, has anchorages for most wind

directions including East Cove NE-S, West Cove W-N, Garden Cove SE-SW, Winter Cove SW-NW. However, the group is fully exposed to the wind and swells of Bass Strait and significant tidal currents exist in the area and is therefore best kept for settled weather.

Activities include, walk to the light house keeper's cottage, walk to the Light House and there is a good chance you'll see lots of Wallabies and Cape Baron Geese.

Figure 2 - East Cove Deal Island



Kent Group to Wilsons Promontory & Refuge Cove – 50nm (2 days)

It's a comfortable daylight sail 50nm northwest from the Kent Group through the busy designated ship traffic zones to Refuge cove on Wilsons Promontory.

Refuge cove is 82nm northwest from the Furneaux Group, 125nm from the Tamar and 120nm from Three Hummock Is.

Refuge cove provides shelter from most winds except developed E-SE. Other anchorages on Wilson Promontory and Corner Inlet have anchorage options for

these conditions. Refuge cove provides access to excellent walking trails, paddling, diving and swimming

Figure 3 - Refuge Cove, Wilsons Promontory

Refuge Cove to the Fleurieu Group including Three Hummock & Hunter Islands – 120nm (3 days)

This will be an overnight passage departing Wilsons Promontory with sufficient daylight to clear the designated ship traffic zone to the south before a relaxing overnight passage arriving at the Fleurieu Group the following day.

Hunter and Three Hummock islands provide safe anchorage for most wind directions including Shepherds Bay SW-NW, Cave Bay SW-N, Chimney Corner NE-SE, Bear Island NE-SE and Coulomb Bay E-S. However, the wind strength on this corner of Tasmania can be

significant and we will plan our passages to avoid stronger winds from the north and east.

Northwest Coast - Fleurieu Group to Stanley, Rocky Cape, Port Sorrell and the Tamar- 113nm (3 days)

We will break this passage to the Tamar with one or two overnight stops as the weather allows. From three Hummock Island to Stanley is 25nm. Stanley has a good anchorage south of Cable Point in Easterly weather and in Sawyer Bay in S-NW. The historic town of Stanley has secure mooring alongside MAST floating dock for smaller vessels and the fisherman's dock for larger vessels (but look out for the tight entrance & significant tides). My preference is to anchor off. Activities & services include climbing the Nut, supermarket, restaurants and service station. 19nm further East is Burgess Cove S-W on the east side of Rocky Cape a beautiful anchorage with good diving.



Figure 4- Rocky Cape, NW Tasmania



A further 22nm east is the port of Burnie with good anchorage in Emu Bay SSE-WNW, north of the public boat ramp. The Mersey River at Devonport has a deep-water entrance but no safe anchorage and a berth must be taken alongside at the Mersey Yacht Club. 33nm east of Burnie is Port Sorrell with an excellent all-weather anchorage, within the estuary. The approach is across a bar sheltered from E-S-WNW with approximately 1.0m water on the outer bar at

LAT and around 4.0m at normal high tide with plenty of water once across the outer bar. It's a further 15nm on to Low Head at the entrance to the Tamar Estuary.

North Coast – Low Head to Foster Inlet - 57nm (1 day)

This coast is particularly exposed in west to north weather and has a limited number of sheltered anchorages. In these conditions it may be better to time your departure from the Tamar to arrive at Waterhouse Island when the tidal flow turns to the east and continue on through Banks Strait with the tide. Anchorages include Bridport SE-SW, Croppies Point NE-S, Waterhouse Island – Homestead Bay NW, Tomahawk Is. SW-WNW, and Foster Inlet NNE-S.

Heading Home

The circumnavigation will finish on the 17th March between Flinders Island and the Tamar. Vessels may then make their way in company back down the East Coast or alternatively spend more time in the area (Gradiva is Likely to spend more time in the area). Scott will facilitate vessels linking up to cruise in company for the passages up and down the East Coast. Vessels must be well prepared for all possible conditions throughout the cruise. Cruise Contacts are Scott and Rachel Poulter onboard Gradiva on 0419 513 983. Feel free to phone or email to discuss the cruise at any time. More information will be made available to those registered during coming months.

The Cruising Yacht Club of Victoria Inc. has an Excellent Publication, "Cruising Victoria", edited by Andrew Garrett. This cruising guide covers the Victorian coast, Bass Strait Islands and the northern coast of Tasmania. CYCT & Tasmap produce the "Cruising Northeast Tasmania" cruising guide, covering Bicheno to the Tamar plus the Furneaux and Kent Groups. Links to purchase both of these guides are available on the CYCT website.

Cruise Contact – Scott& Rachel Poulter – 0419 513 983



FOR SALE!

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

CYCT Members Buyers' Group.

Steadfast Insurance Brokers	David Page. 62313360
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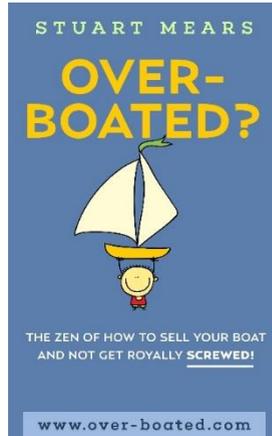
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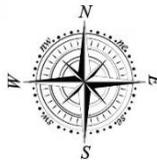
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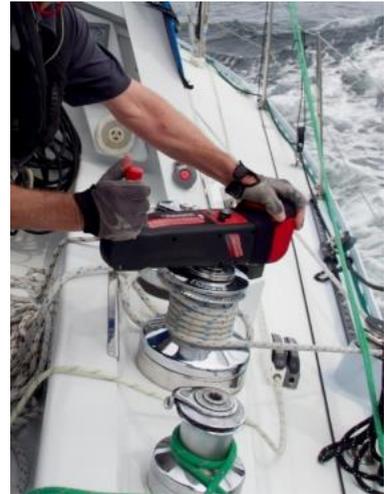
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CYCT Moorings

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

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

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

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

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

North Simmonds Bay, Bruny Island Number 1 - 8584.

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

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

Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 3 May 2022

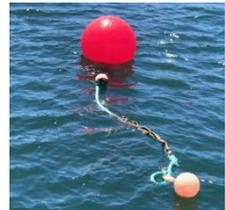


North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

This mooring was last serviced on 3 May 2022.





Bragg & McMaster 50 Pilothouse "Future Days" \$369,950

"Future Days", is a truly outstanding and unique blue water cruising yacht designed and built for exacting southern conditions by skilled Tasmanian boatbuilders/yachtsmen, Terry Bragg and Roger McMaster.

The Tasmanian heritage is evident in the immensely strong strip-plank hull construction, the superb pilot house/saloon and the sheltered cockpit. With her beautifully balanced lines and her powerful cutter rig, "Future Days" is a thoroughbred.

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Notes

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Kettering

Did you know ...

That a series of sailmaking 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 !

