



Albatross

Volume 49 No 12 February 2024



Newsletter of the
Cruising Yacht Club of Tasmania

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Commodore		
Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore		
Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore		
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Treasurer		
Jean Pierre Corgnet	0478 144 650	
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Elected member 2		
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Quartermaster/Warden		
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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

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 items of less than 1600 words in Word format, with up to 5 photos. Longer stories may be serialised.
- Boat names should be italicised.
- Images: jpg format with captions - must be your own or clearly attributed. Copy deadline each month is the 18th. There is no Albatross in January.

Cover photo: *Aziza*, sailed solo in the past year to Queensland by past commodore Val Nicholls, has returned to Tasmanian waters. She was greeted on her return by our Norfolk Bay cruise fleet in early January. A postcard of Val's trip will appear in a future issue of *Albatross*.

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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.

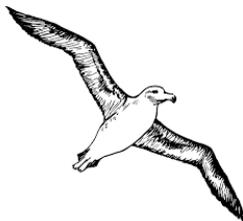
Cruising responsibilities

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.

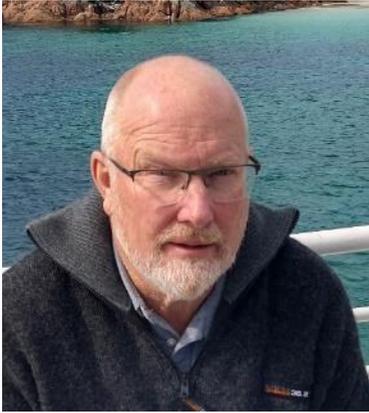
Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination, and plans during any cruise.

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.



Editorial – Ian Howarth



Welcome to a new year of cruising. The weather has generally been ok for getting out on the water although the New Year cruise was buffeted by some pretty strong wind.

That meant a few registrants didn't join the gang in Hobart for the fireworks.

The wind and many passing spectator boats checking the racing fleets made the planned anchorage at Sandy Bay a bit of a wash tub.

Nonetheless Mark Stephenson managed to keep everyone amused as a precursor to a much more enjoyable cruise down Storm Bay to Norfolk Bay.

Mark's reports and some nice photos reveal the extent of the fun.

The return of Val Nicholls from her Northern sojourn in *Aziza* was a bonus as she sailed past to a very warm welcome provided by the Norfolk Bay cruisers. Val is going to provide a comprehensive look at her voyage North and the return in a future issue of *Albatross*. Meanwhile we record her efforts on this month's cover.

Those two cruises are just the beginning of a packed Summer program which continues with a possible lap of Bruny Island before the run up the East coast and the final of the Commodore's Series with a run around Bass Strait and its many islands and attractions. For others who can't make the formal 'in company' cruises, there are opportunities as the weather stabilises in the late Summer and Autumn to head off to those 'bucket list' destinations like Port Davey or Macquarie Harbour, or the dozens of magnificent bays and coves closer to home.

CYCT member boat *Rusalka*, has kicked off its latest cruising journey with a crossing of the Tasman to New Zealand. Members can follow her trip on the website www.rusalka.com.au.

Lots of CYCT members will be on the water and if you are looking for some company use the club's Facebook page to let others know where you plan to go. I am working towards a trip round to Port Davey in *Meltemi* in February or March and would be glad to have some company.

– Happy cruising.



CYCT Calendar – Check the website for more details

Friday, January 26 - Sunday 28th January - Commodore's series cruise

The Australia Day long weekend presents a fantastic opportunity for our second cruise of the Commodore's Series to a destination to be chosen, in the week before, based on the prevailing weather. This time the Commodore will be in attendance aboard *Gradiva*. We are hoping to get around to Adventure Bay and possibly circumnavigate Bruny Island, but who knows? There are 6 vessels registered so far and your cruise contacts are Scott & Rachel on *Gradiva* 0419 513 983.

Tuesday, February 6 - General Meeting, 7:30pm at RYCT.

Jonathan Ross will present "A European Odyssey" France to Montenegro at the General meeting at 1930 hrs at the Royal Yacht Club of Tasmania.

The voyage from France to Montenegro, was to commission a new Privilege 510 catamaran in Les Sables d'Olonne, prepare it for its first ocean passage and then skipper it 3500 nautical miles to Montenegro. Remember to register for the event.

Saturday 10 February 2024 - East Coast Cruise

Take 2 weeks off and head away with CYCT members through the Denison 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! Tides for the canal transit are Saturday, February 10, 1.30m at 1000 and Sunday, February 11, 1.53m at 1130. The East Coast cruise runs from Feb 10. There are currently 11 boats registered and our cruise contacts are Paul & Allison on *Pacific Haven* 0466 184 809.

Saturday, March 2 – 17 Bass Strait circumnavigation cruise

The Bass Strait Circumnavigation Cruise follows a week after the East Coast cruise running from the 2nd of March. There are currently 13 registrants for this cruise. Cruise contacts are Scott & Rachel on *Gradiva* 0419 513 983. Specific cruise emails to registrants will be issued soon. Cruise Contacts are Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983. The plan is to circumnavigate Bass Strait, between Saturday, March 2 to Sunday, March 17. The direction of travel will depend on the prevailing weather. The intention is to visit the Tamar or Port Sorell, Rocky Cape, Stanley, The Fleurieu Group including Three Hummock & Hunter Islands, Refuge Cove - Wilsons Promontory, 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 February 27. One week has been allowed for vessels to make their way to the rendezvous on March 2. The cruise will finish on March 17 between Flinders Island and the Tamar. Vessels (definitely *Gradiva*) may spend more time in the area. Scott will facilitate vessels aiming to cruise in company for the journey home down the East coast. More information will be made available to those registered during coming months.

Saturday, April 13-14. The Donald Sutherland Memorial Navigation Rally – 11 am.

The annual CYCT event to get your collective brains ticking over in a very nautical manner. Our inspired ex-naval crew onboard *Southern Explorer* will this year be presenting participants with a variety of questions to test your navigation skills, seamanship skills, observation skills and communication skills. (The latter is to ensure harmony onboard your vessel!) The navigation cruise has been designed by Vice Commodore Rick Allen and his crew.

What we can tell you so far is this-

It will be in the Frederick Henry Bay area. It is recommended you have Chart AUS 171 plus a copy or good knowledge of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs).

With a time limit of around 3 hours and the first boat starting at 1100 on Saturday, April 13 we encourage families to get involved, so bring your kids along as there will be prizes for the best score with children under 16.

We have a bag full of prizes for you - to date up around the \$2000.00 mark.

With a bit of luck and a lot of work from the *Southern Explorer* crew, the winners will be announced at the wind-up BBQ aboard *Southern Explorer* Sat night the April 13.

Tuesday, March 5, 2024, 7:30 pm. General Meeting at RYCT

Saturday, March 9 - 11, Cruise to Franklin

March long weekend brings us the opportunity to visit Franklin on the Huon River and join with the Wooden Boat Centre to see what is currently under construction. A BBQ on the deck is likely after the inspection Saturday afternoon, a cruise up to Huonville and return on Sunday followed by dinner at a local Franklin pub. Return home on Monday after a very relaxing weekend up the scenic Huon

River. Cruise Contact is Andrew Perkins on *Amodet* phone 0419 375 500. Registrations will open once all details are finalised.

Saturday, March 16 – 17 - Clean up Australia Cruise

A weekend cruise where the dinghy is required to move around a bay, go ashore and search out "stuff" that shouldn't be there and put it where it should be. As part of the Clean Up Australia movement there will be gloves and bags provided by our Cruise Contact Catrina Boon along with co-ordination of rubbish removal at the end. Always a fun day out knowing we are helping the environment whilst having a good natter to our friends. Expect a get together at sundowners on Saturday. Cruise Contact is Catrina Boon on board *Dalliance* on 0417 439 269.

Friday, March 29 – Tuesday, April 2, 2024 - Easter holidays in Port Esperance

The Dover regatta is on this holiday weekend and a good opportunity for a good sail to and from Port Esperance. There will be many activities hosted by the PESC. Tolly and Josephine off *Gloria* will again be hosting an event at their holiday home on the waterfront at Hopetown Beach. More details to come so check back again later.

Women on Boats - Sail Away on Rhona H

Julie, Charles and their volunteer crew made our group of four WoB members plus two spouses most welcome and ensured a safe, informative and fun day was enjoyed by all.

Low cloud and drizzle in the early morning gave way to blue skies and gentle breezes which saw us motor sailing down the Derwent and meeting part of the Kettering race fleet in the Channel.

Julie helped us with radar practice, we all took a turn helming and noted the differences between *Rhona H* and our boats and if we hadn't realised it before we certainly did when it came time to anchor- there is only one press button on *Rhona H* and it isn't anything to do with anchoring, sails or sheets!

There is a beautiful brass bell on the forward deck which is rung for every ten metres of chain hitting the water and the reverse when time to up anchor. A magical sound and it gave a sense of times past.

Alexanders Bay with the historic Lennonville homestead in the background and calm blue water made a beautiful lunch stop.

We were treated to delicious vegetarian food which Julie seemed to produce for the whole lot of us with no obvious effort followed by a birthday cake for Thelma.

There was a lot of boat talk, naturally, plus it was a great chance to get to know each other a little better. An all-round terrific experience.

Thank you again Julie, Charles and your crew.

Christine Barwick

Commodore's report – Scott Poulter



In early January, immediate past Commodore Val Nichols arrived back in Tasmanian waters after a nine month cruise north along the east coast of Australia to Great Keppel Island and return.

On January 7, CYCT members provided a Val very warm welcome on the water as *Aziza* made her way into the channel. *Juliet & Juliene* have made their way to Strahan hopefully enjoying these fantastic cruising grounds. The New Years Eve cruise was a great success and the Norfolk Bay cruise in early January looked to have perfect weather.

The Commodore's series cruise over the Australia Day weekend (eight registrations at the time of writing) would now be finished. These events including lovely photos and comments have been shared by our members on the CYCT private Facebook page. Thank you for sharing and I encourage all members to participate.

At home, Rachel and I have had a very busy family Christmas and New Year with both of our daughters visiting for extended periods. We have now shaken some seaweed off *Gradiva* to participate in the Commodore's Series cruise and should have all her systems ready for two months of cruising on the East Coast and around Bass Strait. There were 13 registrants for the East Coast Cruise starting on Saturday 10th of February and running for two weeks along with 13 registrants for the Circumnavigation of Bass Strait starting on Saturday 2nd March, and also running for two weeks. There is one week between these cruises to allow vessels to make their way north for the rendezvous to start the circumnavigation of Bass Strait. For those looking for something a little closer to the Channel, join the March long weekend cruise to Franklin and the Huon River. I look forward to participating in and keeping an eye on Facebook to see how much fun everyone is having.

The New Year Cruise and Norfolk Bay Cruise set the scene for a fantastic year. The Australia Day long weekend presents a fantastic opportunity for our second cruise of the Commodore's Series to a destination to be chosen, in the week before, based on the prevailing weather. This time the Commodore will be in attendance aboard *Gradiva*. We are hoping to get around to Adventure Bay and possibly circumnavigate Bruny Island, but who knows?

At our next General Meeting Jonathan Ross will present "A European Odyssey" France to Montenegro. Tuesday 6th February, 7:30pm at RYCT.

Cheers

Scott Poulter
Commodore CYCT
0419 513 983

Vice Commodore's report – Rick Allen



What's Happened-

Monday 1st Jan- Sunday 7th Jan- Frederick Henry Bay Cruise- see my report below -

Mark Stephenson on *Crown Venture* led this fleet of 9 vessels consisting of:

- *Crown Venture*
- *Stella*
- *Pacific Haven*
- *Albatross*
- *Whisper HR*
- *Galadriel*
- *Westerly*
- *Cirrus*
- *Kingfisher*
- *Southern Explorer*

MV Southern Explorer sailed a day later and then spent the first 3 days working on this year's Navigation Trial (Cruise) eventually joining the fleet at the bottom of Norfolk Bay at what Mark called Callum's Beach (after his dog Callum).

This was a great anchorage and *Southern Explorer* hosted sundowners aboard, which included Mark and his spicy chipolata's.

Southern Explorer used the great flat conditions the next day to fish, giving the crew a well-earned break. Anchorage this night was in Taranna where the boat club hosted a BBQ.

Fishing the next day at a secret spot off Smooth Island, it was so secret the fish didn't know about it!

Anchorage was in Lagoon Bay, along with twenty other vessels. A little bit of excitement when a vessel called *Mayday* due to a fire aboard in Sloping Beach, the next bay around. Being quicker than most, *Westerly* and *Crown Venture* took a look, where, unfortunately, *Westerly* ran aground on a rock but no significant damage was done. Tas Police took control of the situation and all boats were stood down.

A small group of vessels along with *Crown Venture* opted for Connolly's Beach that night and waited to escort Val Nicholls when she emerged from the Denison Canal.



Sundowners on board *MV Southern Explorer*



Norfolk Bay provided an ideal anchorage

Rear Commodore's report – Bastian Siedel



Happy New Year 2024! It's February already and I hope you've enjoyed your sailing over the last weeks. We've had a great time sailing to Nubeena over Christmas, to Hobart for the New Year's fireworks and to Bruny Island just for some swimming and kayaking with the children in Barnes Bay.

Now we are off to Hawaii and although I'm tempted to meet up with some of last year's Transpacific Yacht Race finishers at the Waikiki Yacht Club, it is more than likely that you'll find me sipping a Mai Tai at the pool and trying to recover from surfing the waves with the rest of my very active family.

Work will be calling soon enough, so I might as well enjoy myself and switch off for a week.

We have a great lineup of speakers and presenters for our general meetings in 2024, in particular, in the first half of the year. If you are interested in giving a presentation on any topic that you think is of interest to members of the Cruising Yacht Club of Tasmania - please just let me know. We are also still looking for presenters for some of our Winter workshops. If you are interested - please just drop me a line.

At our next general meeting on February 6th, Jonathan Ross will present on 'A European Odyssey - from France to Montenegro'. Jonathan's job was to help commission a brand new Privilege 510 catamaran in France's Les Sables d'Olonne, getting it ready for its first ever ocean passage and then skipper it 3500Nm to Montenegro in the Adriatic.

On board was the American owner and two of his friends. Hear about the trials and tribulations of getting a new boat ready for sea, crossing the Bay of Biscay with a green crew, dodging Orcas, living onboard with three Californians as well as highlights from stops in the Balearic Islands, Sardinia, Sicily and Croatia. It's going to be a fabulous presentation and I can't wait to hear from Jonathon about his European adventure.

As a regular reminder, PLEASE REGISTER for the general meeting as numbers are limited. This will again 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 6pm.

And a heads up for the March meeting - Michelle Anderson will be presenting on "Solo Tasmanian Navigation" on March 5th. I'm very much looking forward to seeing many members there.

Membership Officer’s Report – Sue Powell



Happy new Year to all CYCT members. I trust you all had a wonderful festive season and are now looking forward to a terrific summer sailing season.

Much is planned, so do look at the web to view what cruises are scheduled. Unfortunately, your Membership Officer is still recuperating with one more surgeon consultation in the near future, but I am walking once again for short distances, without boots or braces – hurry!

However, you will notice later in the *Albatross*, that *Yaraandoo II* is up for sale as we do more crewing aboard *Solquest*. This will mean a big change in our lives - ie less cruising and more racing.

Applications for Membership and Provisional Members

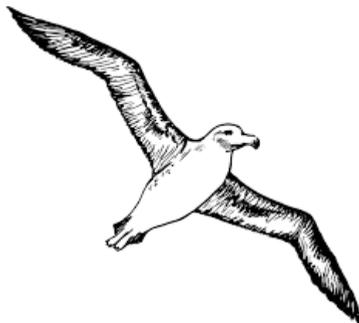
Ryan Stiles
Leanne Thomas
Melissa Hume
Simon Hume

Zest
Zest
Kellie Jade
Kellie Jade

Provisional Members update to Full Membership

Michael McCluskey
Ulrike Hora-McCluskey
David Painter
Ann Painter

Elysium
Elysium
Saraband
Saraband



Landing *Little Bear* – it all starts with a dream

(Part II)

A story of dreaming, searching, buying and delivering a yacht (we all do it) - in three parts.

Written by Nick Hutton



Nick Hutton is a member of CYCT, a director and 38-year member of RYCT, an International Race Officer, past-President of Yachting Tasmania and a former Director of Yachting Australia. He is a life member of Sandy Bay Sailing Club and the International Cadet Class of Australia. Nick was inducted into the Tasmanian Yachting Hall of Fame in 2013. He is currently the editor of RYCT's Tasmanian Yachtsman magazine.

The story so far

Nick Hutton started with a dream to own a yacht. The search took him from the Dreamer's Bible (Trade-A-Boat magazine) to Greece and eventually to the US and the Caribbean to Tortola where he bought *Little Bear*. Now he has to get her home.

The delivery

The skipper, a Dubliner by the name of Willie Alvey, was resting, as they say in the world of theatre, as there was no work. He was resting at his home, a barge on Dublin's Grand Canal. Willie collected a couple of Swedish backpackers (true!) and made his way to Tortola where he prepared for the voyage of a lifetime.

As well as fuel, water and provisions, Willie added a 10ft Zodiac and 5hp Tohatsu, a spinnaker pole to pole-out the genoa for the expected long downwind legs between island groups, enough tools and generic spares to make the poor boat sit 50mm lower in the water, and finally spare engine belts, water pump impellers, fuel and oil filters and a host of other bits. While we paid for these parts and equipment, we would eventually use them so it was money well-spent.

During the survey process a 4-person liferaft, in service date, was found in one of the spacious cockpit lockers. As this was onboard, we assumed ownership of it and saved several thousand dollars. We took it to PJs for a service not too long after the boat arrived in Hobart, as the service date approached. Upon activating the raft, PJs' service people found that all the seams had perished, presumably in the tropical conditions of her previous home port, and the raft would not hold air! Good thing Willie had his Zodiac.

In the meantime, we had registered the boat on the International Shipping Register, without which she would not have been allowed into foreign ports. All sorted seamlessly by AMSA. For a fee!



Little Bear

We arranged blue water insurance with our broker Tim Hadrill – the one who said I should buy the biggest boat I could afford! It was around \$A6000, for the voyage and the rest of the year that it was to be in Hobart. For the delivery duration of the policy, the excess was \$A15,000. After it arrived in Hobart and cleared Customs the excess reverted to normal levels.

Willie patiently waited out the tail end of the hurricane season in October 2011 in Road Town before setting off for the delivery skippers' favourite provisioning location in the Caribbean Islands, Saint Maarten. Having bought more food and lots of fuel – does anyone need any 20 litre fuel drums? I still have several! – Willie and crew headed for the Panama Canal.

There is much written about transiting the Panama Canal by people who know a lot more about than I do, so suffice to say it was a highlight for Willie, who had a photo of a Panamax container ship's bow all but overhanging the stern of *Little Bear* as his laptop home screen.

Next to the Galapagos for a couple of weeks, while we (im)patiently awaited news in Hobart, then finally emails from the Marquesas. *Little Bear* was on her way!

Much motor sailing because of insufficient breeze and a few more weeks saw *Little Bear* next in Fiji. Not without drama. The raw water pump on the Yanmar 4JH4E, 54hp diesel had failed. As anyone who has had this happen may attest, replacing the impeller and gasket, and repriming the system is the least of your worries. Exhaust gasses that are not mixed with raw sea water are very hot and can melt the plastic muffler box that most of these systems have tucked away under someone's bunk!

This in turn can fill the cabin with smoke from burning plastic and cause a fair bit of consternation particularly when at least a week from the nearest port!

Thankfully for all concerned, Willie is an excellent sea mechanic. He fixed the exhaust, generally cleaned up the mess and calmly put all in order. Until he found the cause of the pump failure. The gear that drives the pump from the engine has a right way and a wrong way round. The right way round there is about 12mm or so width of gear teeth meshing and everything runs sweetly. The wrong way round and there is about 1mm of the gear teeth meshing and sooner or later the edges of the teeth will break off. And they did. Thank you, mechanic in Tortola who installed the gear the wrong way round.

Willie and crew sailed the next week to Fiji where they could make contact with Hobart. Needless to say, Yanmar in Australia had never sold this part. They never wear out! Thankfully we were spared the three to five-week back order to Japan by Minards in Newcastle having a wrecked engine with the part in perfect condition. DHL envelope to Mr W Alvey, c/- SY *Little Bear*, Nadi, Fiji, and Willie is back at sea.

Willie's Swedish backpackers, reportedly a delightful and hard-working young couple, departed at this point as they had jobs to return to in Sweden and the initial three months was up. Willie flew out one of his mates from Dublin who joined the crew in Fiji. Unfortunately, Willie's big tough urban Dubliner was agoraphobic and scared witless in the calmest of seas. So Willie single-handed to New Caledonia, where his mate, with great relief all round, hopped on a kerosene canary for home.



Casting around for various crew options, we were introduced to Big Hugh, full name Hugh Halliburton, who looked after the racing fleet of boats belonging to Matt Allen of Ichi Ban fame. Fortunately, Big Hugh was available and for the cost of a plane ticket joined Willie for the trip from New Caledonia to their eventual landfall in Coffs Harbour. After clearing quarantine but, significantly, not Customs at Coffs, *Little Bear* arrived at the Cruising Yacht Club of Australia, Rushcutters Bay, Sydney in April 2012! A smidge over five months' voyage.

The Customs Fuss (A side story)

Willie and Hugh had contacted Customs at Coffs Harbour and been told that as there was significant paperwork to be done and duties to be paid on importing a yacht, they should press on to Sydney where they should once again check in with Customs. Fortunately it was me who phoned

Customs in Sydney, as the phone record of the call would, a few weeks later, prove useful.

As it was a weekend and there was lots of paperwork to complete, I was told to press on to Hobart where we would complete the documentation, pay the duties, GST, etc.

A week or so after arriving in Hobart with *Little Bear* comfortable in the RYCT marina, heavy boots were heard on the deck. Two Customs officers had arrived, based on a tip-off, to arrest *Little Bear* for illegally entering Australia! Thankfully I was able to show them the record of the phone call made in Sydney prior to departure for Hobart. They called the same number and were assured that *Little Bear* had indeed checked in and been given permission to proceed to her new home port.

End of Part two – Instalment three in the next issue

The Boat (Blithe Spirit) - Stuart Mackley

Following on from adventures from North Queensland to Papua New Guinea and the Western Pacific Blithe Spirit finds herself in Broken Bay (NSW) and fully expecting to head north once again – But not to be.

(Part two)

Well, the next adventure was not what I had in mind!

I was on a mooring in Pittwater and we had an American guest staying - his boat apparently had been stuck there since the Covid lockdowns and needed a lot of attention.

So, I had to put up with his music and lots of it!

Colin Beashel visited us and had to drag me out of the water for some kind of inspection.

Then my crew needed to head back to Melbourne, something about a grandchild - whatever that is. Long story short, we didn't move any further north. The end of the season came, and we once more headed south. The weather really tested the crew. For me it was no bother.

We stopped in Sydney for a night but the crew didn't like the waves we were heading in to. We made it to Jervis Bay where the beaches are as white as anything I have ever seen. The water so clear my keel was showing. Four days there was enough and we headed south again.

The weather was even worse when we were nearly at Eden, when my radio issued a severe electrical storm warning. I had no choice but to keep heading to Eden.



Sunset at Paynesville

We arrived with no storm in sight and the crew dropped my anchor in East Boyd Bay while the wind blew well over 30 knots. A week we waited; I don't know what for?

Once again the seas calmed down, and off we went again.

This time the lazy crew didn't even start the engine. We made a sharp right turn and ended up in Paynesville, in the Gippsland Lakes again!

We came across some other boats that I had met before and picked up a new crew member. He was going to join us to Hobart.

We headed south again, seemingly in a hurry to get to cooler weather. A short overnight sail to Babel Island, where we stopped for a few hours, and a squid was hauled aboard. Then we were off again!

Now the weather was in our favour and we coasted down to Maria Island.

They dropped my anchor in Shoal Bay, had a short night's sleep and a quick splash. We had arrived about 3am and had to wait for the canal people to wake up to open the bridge.

We went through the Denison Canal, and sailed up the Derwent River, arriving at 2 minutes past midnight (saved us one day's fees at the marina).

Blithe Spirit is currently resident in Prince of Wales Bay marina but there is a whisper she might be headed for another South Pacific adventure in the not too distant future.



ALBATROSS ARCHIVES – CHANGE OF URL

Erika Shankley

Former *Albatross* Editor and webmaster, Dave Davey, set up a comprehensive index of issues of our monthly magazine a number of years ago. Even with the help of a couple of other members it was a huge job to scan back issues for inclusion in the index. Nowadays, however, details of each issue are added monthly by Erika Shankley.

You will find the majority of issues are open to everyone while more recent editions are only available to club members by first signing on to the CYCT website. The index is a great way to research your forthcoming cruise or just enjoy reading about other members' adventures.

Please note that the URL has changed and the *Albatross* Index is now available at: albatross.dfd.au

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History of the CYCT in pictures – Erika Shankley



Neptune with her original suit of sails circa 1970

There are few members, these days, who would remember the informal cruises which led to the formation of the Cruising Yacht Club of Tasmania in 1975.

In those pre-internet days, things were a lot simpler. Some boats did have depth-sounders, but many still used a lead-line.

There were no chart plotters or GPS either – paper charts were essential

and those who went off-shore relied on a sextant. Canvas sails had already given way to synthetic fabrics, but roller-furling was still in its infancy.

Communications were by telephone (at home – no mobiles in those days) or we just casually met up at the preferred anchorage for the conditions. It wasn't until much later that 'Mickey Mouse' or 27MHz radio entered the scene.

Life was certainly less complicated (and a lot cheaper) when that group of like-minded families decided to form a club. Thanks to many members, a photographic record of club activities has been kept, starting with the club's first cruise in November 1975 – all stored in hard-cover photo albums which were brought along to meetings.

Digital technology came to the club in 2005 when its website, www.cyct.org.au, was registered by Webmaster, Dave Davey. Photographic records of the club's activities could then be seen online. The website was later revamped by Tony Peach and now, thanks to the efforts of Erika Shankley, the original photo albums have been scanned and records of the club's activities dating back to its inception, can now be seen on the website. Just sign in, then click on *Albums*, choose 'filter', then 'history' to see the 16 albums which show what the club got up to in those earlier years.

Unfortunately, many of the photos have not been annotated. Names of members and/or boats and their destinations can be forgotten with the passage of time and lack of detail prevents definitive identification.

It's great to see how far the club has come in the years following its inception. The CYCT would not exist without its members, nor the activities they have undertaken. It would be great to complete the record.



Neptune, Melody and Alkira circa 1975 – 1981. If you recognise anyone, a boat, or a location that is unidentified, can you please let me know, so that the records can be updated. And keep adding images from recent cruises to the website – they are an important part of the history of the club which is nearing its 50th anniversary.

The voyage of *Rusalka*

CYCT Member yacht *Rusalka* has recently headed to New Zealand from Hobart. *Rusalka* is a Hallberg-Rassy 40. Alex and Jackie have been sailing her since 2014. The name *Rusalka* comes from Slavic mythology - a rusalka is a water nymph, or mermaid.

By the time *Albatross* hits the streets *Rusalka* should be in New Zealand. Good progress was being made in mostly SW conditions as this edition went to press. Follow her progress at www.rusalka.com.au

More detailed accounts of the voyage may be published in future issues.
Ian Howarth



Norfolk Bay Cruise report – Mark Stephenson

A week in the sheltered waters of Norfolk Bay to get away from the hype of Christmas sounded like a great idea.

The plan was to head over to Lime Bay for the night followed by an early afternoon transit of the canal.

Then a raft up at the wharf overnight, dinner at the pub, brunch the next morning at the Cannery, then an afternoon transit back into Norfolk Bay and on to other anchorages for the rest of the week.

However the forecast 15kt NE winds put paid to the idea of rafting up at the Dunalley wharf! So we started in Lime Bay with sundowners onboard *Crown Venture*. The bay was a bit sloppy with the NE wind but settled down at sunset to the predicted SW breeze and a comfy night was enjoyed.



Cirrus flanked by two Mirror dinghies in Sommers Bay

Another wind shift forecast so off we go to Callums Beach, anchored in a NE breeze while we waited for the forecast SW wind to arrive, as you'd now expect, just before sunset. This is my favourite spot in Norfolk Bay, good depth of water in close, an all tide sandy beach, sandstone cliffs weathered by the wind and rain. Speaking of rain, sundowners were onboard *Albatross* in case of rain, but it stayed dry. The sun was out the next day and reminded us that summer had arrived.

A treasure hunt was on offer with participants searching for a tennis ball, a thong, a piece of line or rope along with a stowaway purple donkey, all the way from Ireland. The whole event was partly spurious as the beach was completely clean of any flotsam or jetsam – there usually is a piece of rope or a thong but not this beach! The donkey remained hidden in the dinghy and was undiscovered despite some earnest searching. During our cruise, Paul and Alison of *Pacific Haven* were noted swimming kilometres in most anchorages. Paul also rescued sun hats for ladies in distress, checked on impacted keels and reported on how well set our anchors were. *Southern Explorer* arrived on Thursday and hosted the Sensational Sizzling Sausage Sizzle.

Next stop was Sommers Bay with the forecast NE wind which, once again, arrived at sunset after a day of SW breezes. Janna off *Cirrus* arranged for pizzas from the Murdunna store to be delivered to the jetty and we really enjoyed not only the contents of the boxes but also the boxes arriving this time with boat name and contents clearly marked. The store's manager is very proactive. He delivered the pizzas for free, and also transported, for one of our group, numerous bags of ice from the store to the Murdunna jetty in his car, making the whole operation very easy.



Paul and Alison searching for hidden treasure

These hand crafted snags disappeared so quickly there is no photo evidence of their existence. We moved to Taranna on Friday with sundowners at the Boat Club. Steve from *Cirrus* also organised a couple of moorings for our boats to use. A pleasant evening ashore followed by an excellent espresso coffee, onboard *Albatross*.



While cruising we had been following *Aziza* on MarineTraffic, hoping to catch up with Val at some stage as she sailed back to Kettering. We were able to meet up with *Aziza* as she left the Denison Canal and sailed west for her home port. *Crown Venture* and *Stella* greeted her with horns blasting and much excitement. *Wilyama* and *Heather Belle* caught up along the way. It is great to see Val back in home waters after her nine month adventure north.

This trip had the usual issues that affect us all at times.....engine failure, oar failure, suspected gas leak, actual gas leak, a nearby mayday with boat on fire, outboards not starting and the impact from an uncharted reef. How reassuring that help was never far away and offered up so freely.

In case you were wondering, the jetty at Taranna had 2.2m water at a 0.80 tide and the Murdunna pontoon had 2.0m depth on a 0.50 tide. We had up to 9 Club boats joining the cruise, with *Crown Venture*, *Westerly*, *Albatross*, *Cirrus*, *Pacific Haven*, *Southern Explorer*, *Galadriel*,

Kingfisher and *Stella* joining.

Many thanks to those who hosted events, those who took everything home with them, those who helped out when things went awry and those who organised things so well.



Minutes of the general meeting: Tuesday, Dec 2023

- The Commodore opened the meeting at 6:00pm at Tas Maritime Radio Operations Centre at the top of the Domain.
- Scott introduced Barry McCann who gave a general description of Tas Maritime Radio Operations.
- Questions were invited from floor and discussion continued.
- It was noted that Denison Canal is moving to VHF Channel 14 as its operating channel.
- At the conclusion of discussions, Scott presented Barry / Tas Maritime Radio with a CYCT Cruising Southern Tasmania cruising guide in appreciation.

Rear Commodore

- Guest speaker for the February GM will be Jonathan Ross with “A European Odyssey”
- The Commodore presented Rear Commodore Bastian Seidel with his rear commodore’s burgee.

Attendees and Apologies

- Attendees including Member Guests registered on-line.
- Apologies: Van Nicholls, Chrissie Rowland, Jean-Pierre Corgnet, Mike Powell, Kathy Veel, Fiona McCarthy.
- Guests:
 - Craig & Chris (Regular crew on Southern Explorer).

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on 7th November 2023 as published in the December *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: Rick Allen Seconded by: Rob Greenwell Unanimously Carried

Business arising from the Minutes Nil**Membership Officer – New Members****Members Introductions**

- Ann Painter from “*Saraband*” attended her first CYCT meeting and was introduced.

Vice Commodore - Report

What's happened

- Two boats + CC as crew attended the Oyster Clean up at Aitkens / Simpsons Point which was very successful.

What's to come:

- "Cruise into the new year" CC Mark on Crown Venture
- "Norfolk Bay" following on for the New Year Cruise.
- "Commodore's Series" Australia Day long weekend, CC Scott & Rachel on Gradiva
- "East Coast Cruise" in February, CC Paul & Allison on Pacific Haven

Treasurer - Report

- The treasurer was unable to attend the meeting. The Treasurer submitted a monthly report to the committee meeting with everything in order and nothing abnormal reported.

Information

- The Quartermaster reported that stock sales were very good at the New Members Lunch but there were still some items remaining to clear and he was open to offers to clear the remaining stock.
- WOB's report – Julie Porter noted that their Sunday get together onboard was a great success.

Discussion

- No Items

Other Business

- No Items raised

Next Meeting Tuesday 6th February 2024, 7:30pm at RYCT

Close

- Members were invited to stay on at Tas Maritime for a BYO BBQ

New Years Eve Cruise – Mark Stephenson



It seemed a great idea to spend a few days on the Derwent, after the Christmas rush and before the start of a new year. Though a few things hadn't been factored in!

My plans for calling into Sullivans Cove and buying fish and chips for lunch, of having a calm anchorage at Nutgrove Beach, calling into the Prince of Wales Bay marina and grabbing a coffee at the café, or even a lunch stop at Shag Bay.

The latter not possible as it was full of boats, the café was closed for 10 days, Sullivans Cove closed too with the crush of race boats and Nutgrove Beach a very lumpy anchorage with all the passing traffic – especially big motor cruisers and the official race boats whizzing by – leaving behind a big wash to roll us and roll us.

The prevailing South Easterly weather definitely restricted the

variety of anchorages on offer in the river.

I'd heard Cornelian Bay was, in the past, the seaside destination for Hobartians, with tepid sea baths and genteel people taking the airs. We found too much air, oysters everywhere and a lot of moorings with boats well past their prime. The walks to the Royal Botanical Gardens or around the cemetery didn't appeal in the rainy weather.

An enormous number of boats were out on the water on NYE. Once again lots of wash to upset a wine glass or two. The fireworks at 9pm and midnight were colourful but a few of us thought underwhelming. Time for a major funding boost and to have the Tasman Bridge, the CBD buildings, Bellerive foreshore and Wreast Point tower all setting off fireworks in unison. The cruise had Crown Venture, Cuvee and Objectif Lune joining at times.

The weather was unco-operative for the new year's cruise but those who attended made the Mother Nature provided her own display in the skies.

The first night anchorage in Sandy Bay was uncomfortable with the wash from spectator boats. Following a couple of windy and wet days better weather heralded a hugely successful cruise to Norfolk Bay.

See Mark Stephenson's report in this edition.

Big ships little boats

- When sailing keep a look out to leeward under the headsail and main
- Larger ships at sea travel quickly – give yourself room, make yourself known with the VHF
- If you can't see the bridge of a ship, the Master can't see you
- AIS is a handy tool when operating in busy waterways
- If a ship is flying code flag I (light) it signifies it is under pilotage control and you must keep clear at all times 
- During berthing operations, tugs or the ships' thrusters can create dangerous wash. A 60 metre prohibited area exists around any vessel or attended tug as identified in the diagram below.



Organising aquatic events

If you are organising an aquatic event, please refer to the TasPorts/MAST guidance provided to Clubs or contact MAST for these details.

Safety information for
Vessels operating on the River Derwent



MAST contact details:

Level 1
Port Tower Building
18 Hunter Street
HOBART TAS 7000

Postal Address:
GPO Box 607
Hobart, Tasmania, 7001

Phone: 1800 725 813
Fax: 03 6233 5662

Web: www.mast.tas.gov.au
Email: admin@mast.tas.gov.au

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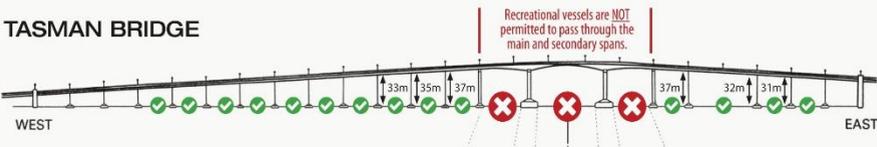
Scan to view: 'Steering the Tasman Bridge' on YouTube



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TASMAN BRIDGE



NAVIGATING THE RIVER



GENERAL ADVICE
 Keep a good lookout. Remember, large vessels are limited in their ability to manoeuvre.



HOBART VTS CONTACT DETAILS
 VHF Listening Channels: 12 & 16.



OUTBOUND VESSEL TRACK



INBOUND VESSEL TRACK



NO ANCHORING



5 KNOT ZONE
 No vessel is to exceed 5 knots in this area within Sullivans Cove.



MAIN NAVIGATION CHANNEL
 Large vessels under pilotage have **right of way**.
 Vessels under 25m and recreational vessels **MUST NOT** pass through the main span.
 Keep clear of vessels in the main navigation channel.



RESTRICTED AREA
 No anchoring allowed.
 No swimming allowed.



CHANNEL ABORT AREA
 No anchoring.
 Navigate with caution.
 Stay clear of these areas while large ships navigate near Tasman Bridge.

Vessels under 25m and recreational vessels **MUST NOT** pass through the main span.
 Keep clear of vessels in the main navigation channel.
 TasPorts pilot vessel may be directed to escort vessels out of the way of a piloted vessel.

Vessels in this area must only navigate at right angles to the longitudinal centre line of the bridge (not east/west across the river).

Buy and Sell

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

FOR SALE

Yaraandoo II Joe Adams Naut 40 Flush Deck Yacht

Long distance Cruising Yacht which current owners lived aboard for 24 years and cruised in excess of 90,000 nms. Excellently maintained and fully equipped with spares and redundancy for long distance cruising.

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<https://www.boatsonline.com.au/boats-for-sale/used/sailing-boats/adams-naut-40-superbly-equipped-capable-bluewater-cruiser/302038>



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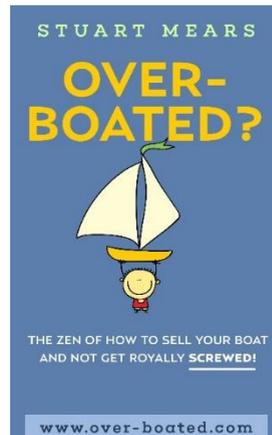
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The phone is in excellent condition as it has always been packed in the hard shell case and very rarely used.

Please contact David Jones Absolute Waterfront (office 62 235606)



CYCT Members Buyers' Group.

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

These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; present your Club membership badge to receive best prices.

3-blade Gori Folding Propeller (18 x 14 x 3 LH)

- 3-blade Gori Folding Propeller (18 x 14 x 3 LH), 35 mm shaft.
- 18" propeller designed for boats fitted with engine from 35 Hp (26 KW) and up to approximately 40 HP (30 KW).
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- Optimum thrust in reverse by virtue of it's propeller blade shape and profile. It does not rely solely on centrifugal force to open the blades as do many other folding propeller types.
- Tests by major yachting magazines have shown that the 3-blade Gori Folding Propeller has a much better efficiency both forward (11%) and reverse (6,5%) than a feathering propeller.

\$1,500. Contact Chrissie at chrissie@sailingtasmania.com.au



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 Warden 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 Warden, Mark Stephenson (warden@cyct.org.au) to 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

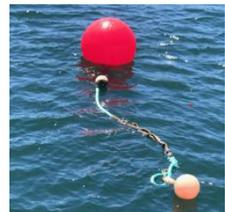


North Simmonds Bay, Bruny Island Number 2 - 7786.

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.





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