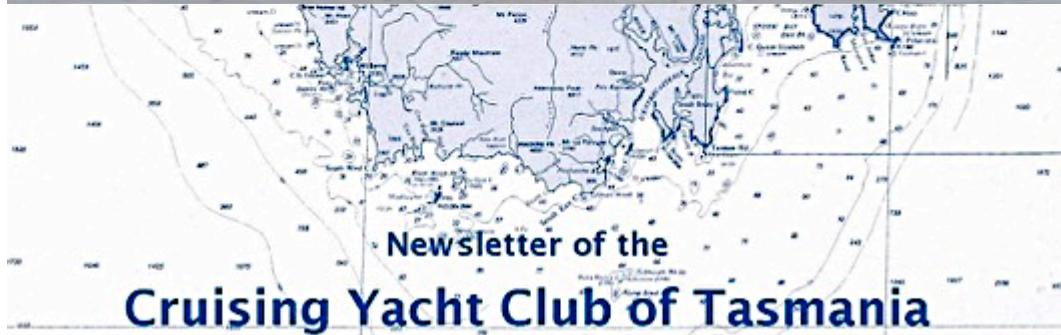


Albatross

Volume 42 No 5 June 2016



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au.**



Cover page: Boating friendship (at Lady Bay). Photo: Rosemary Kerrison

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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 or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

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

Club Moorings: See p. 33

Not a CYCT Member? Then download an application form from the Club website or contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

We look forward to welcoming you to our club!

CYCT CALENDAR	
<u>JUNE</u>	
Sat 4 th	New Members Dinner. Venue: Lindisfarne Community Hall
Tues 7 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Janet Fenton Janet will be speaking about Melaleuca and Bathurst Harbour and what plans the Friends of Melaleuca has for the future.
Wed 8 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 11 th -13 th	Queen's Birthday Weekend cruise to Kermadie/Franklin Boating coordinator: Lew Garnham; social coordinator: Margaret Jones
Tues 14 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Sea Safety Checklist
Sat 18 th -19 th	Dark Mofo at Constitution Dock. Coordinator: Kim Brewer
Tues 28 th	Winter Forum: Tanks (fuel; holding etc.). Presenter: Mike Burrows
<u>JULY</u>	
Tues 5 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron CYCT Members will speak about recent cruising experiences.
Wed 6 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 12 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Using Radios
Tues 26 th	Winter Forum: TBA

Visit www.cyct.org.au and [click](#) on the Calendar tab for more info on all events

Editorial



There seems to be even more discussion this year about the weather, the climate and their vagaries and I'm always interested in the observations sailors make. In *EbbTides*, the newsletter of the Cruising Yacht Association of Victoria (May 2016) Andrew Garrett, sailing up the East Coast earlier this year observed that *'the most striking feature was the unusually strong East Australian Current (EAC)... it started to effect us much further south than normal. It was already at full strength south of Ulladulla where our more than 6.5 knots water speed was reduced to 2.5 over the ground.'* He comments that his observations were confirmed by checking temperature plotting provided by BoM. At the last general meeting a member commented that they'd recorded sea temperatures of 25 degrees on the east coast. Meanwhile, on the long passage from South Georgia to Cape Town Mike Litzow, writing in his blog, said *'The biggest surprise of the passage was how far north we saw icebergs - we encountered them almost daily all the way up to 46° South. They were mostly huge tabular bergs from Antarctica. And they made me nervous as hell.'* (Litzow, *Twice in a Lifetime*).

In *Ecos* issue 218 there's a report entitled *Species everywhere are on the move*. It states that *'Reports of heat records, marine heatwaves, declining rainfall and drying landscapes, shifting ocean currents, and intensifying bushfire seasons are becoming commonplace. Australia's unique species of plants and animals are already feeling this shift and are showing signs of an 'adapt, move or die' response.'*

Certain species have already migrated to new geographical ranges and smaller average body sizes are being reported for particular bird species while the sex ratio has altered for some reptiles. Off eastern Australia more than 70 fish species have already moved much further south as a result of ocean warming (no doubt swimming with the current). There has also been a massive loss of giant kelp in the waters off Tasmania, the Great Barrier Reef has suffered a disturbing degree of coral bleaching and while the political and public response seems muted, concerned scientists held the inaugural international conference, *Species on the Move* in Hobart in February.

In *Fullers* the other day I bought a book by Tristan Gooley, who has pioneered *'a renaissance in the rare art of natural navigation... and is the only living person to have both flown solo and sailed singlehanded across the Atlantic'*. It's called *How to read Water: clues, signs and patterns from puddles to the sea* and I'm looking forward to enjoying some down time learning to read the over 700 indicators that will enable me to 'read the sea like a Viking' and 'unravel a river like an expert'. There's an article on navigation in this issue, along with some great cruise reports.

Enjoy!

Fiona

Commodore's Report



May was a busy month for your Committee and other organisers and I missed it all! Well, not quite, as the email traffic kept me up to date as Judy and I checked out marinas and lighthouses from the shore in Turkey and France.

A decision is yet to be made on the allocation of funds from the Recreational Boating Fund (administered by MaST). There is a significant number of proposals which will benefit cruising boats, including more public moorings. Interestingly, there is a proposal for the maintenance of public moorings; I'm not sure where the funds have come from to date, but public moorings have to be maintained regularly (probably annually; I'm not sure what MaST's policy is). Most RBF projects to date have been for new or replacement infrastructure, but recurrent funding for mooring maintenance is a necessity. We have a bit more work to do to get additional support for our proposal (a replacement mooring at Melaleuca).

The Club is in the process of deciding whether to commence a new project, an anchorage guide for North-East Tasmania including the Furneaux and Kent Groups. We are well aware of the time and effort involved in this undertaking and are not rushing in without due consideration. If you are interested in being a part of this project, please respond to Tony Peach's request.

Finally, I urge all of you to check that your preferred method of cabin heating is functional and join in the cruising and social events during June.

Andrew Boon

SALT: Wind-borne salt spray can be seen and tasted on any surf beach. Cars and aluminum window frames rot quickly for a mile inshore. The cumulative deposit is surprisingly large - about 30 lbs per acre all over England, 100 lbs per acre in British Guiana. The Sambhar Salt Lake, 400 miles inland in India, receives 3000 ton of sea salt per year from the monsoon winds.

Denis Alexander
Albatross Vol 19 No 3, March 1994



Vice Commodore's Report



Past cruises

Deep Hole and Norfolk Bay

With the approaching high, the Deep Hole Cruise was split into two groups to possibly avoid the potential head winds by going south and also our dogs were forbidden at Deep Hole. In the northern group, five boats participated. First night, Saturday, was at Monk Bay where we met *C'est Si Bon*, *Gitana* and *Serenade* with David and his children. They were excellent hosts for an on-board BBQ, and this was a very welcome alternative to a chilly beach night.

Sunday was a good sail across to a BBQ lunch at Dunbabin Point/Bay before heading over to Taranna, where *Rusulka* had just arrived. Some boats anchored while others used provided moorings. A walk to the chocolate factory saw some tasty purchases. After tea *Serenade* again provided a great social venue with even Smithfield 'Pip' invited!

A light katabatic sea fog chilled the Monday morning, but heralded in a fine day. The initially windless passage became a light north westerly to sail home after rounding Green Point. 'Pip' behaved well on the trip, wearing her life jacket and well accepting the early shore dinghy rides.

When almost home, David had all his alarms go off and on entering the engine room, found it to be flooded. Engines were switched off and a Pan Pan or beaching appeared imminent. Fortunately the battery bilge pump worked and then the disconnected raw water exhaust elbow hose was found and reattached. All hose clamps were checked and many needed tightening. Home sweet home!

Boats were *Serenade*, *Minerva*, *C'est Si Bon*, *Rusulka* and *Gitana*.

Tony Peach kindly led the southern group with *Windclimber*, *Intrepid*, *Neptune* and *Westwind*. Engine cooling problems almost cost *Neptune* a cruise with weed growing over the raw water intake. The first night was at Rabbit Island, the second night at Deep Hole for a BBQ without *Windclimber*. Monday departure saw a BBQ lunch for the three boats at Stockyards, before all headed home.

Cancelled; Don Sutherland Cruise

Minerva was unable to lead this cruise and volunteers did not appear. Perhaps it was just as well, for Sunday's weather was far from comfortable.

Car Cruise, Saturday 7th Kettering Community Hall for the Maritime Market. Many CYCT members were present at 8 am to assist in setting up tables, direct parking and general organising. Of course early temptations of displayed goods rewarded some of the early starters.

The Maritime 'Road Show' event was extremely successful in selling those forgotten 'worthless' items to keen appreciative buyers.

Coming Events

Women on Boats Weekend 22nd to 23rd May. Kim Brewer has again harmonised the enthusiasm of this group. Hope the weather is tamed by the ladies.

Donald Sutherland Cruise 28-29th May is on again if my boat and weather are willing. Again we hope to meet on the Saturday 28th, Barnes Bay area. Bring your dinghy for some interesting fun activities. Radio Schedule at 0945 will detail where to meet at 1030 h for activities. Possible late lunch BBQ at Quarantine Bay. Return to Kettering and if conditions suitable, moor overnight on outside marina breakwater or public jetty. Evening bar meal at Kettering Hotel.

A Royal Event is the Kermantie theme for the Queen's Birthday Huon/ Franklin Cruise.

Please let me know of your intention to participate in the cruise ASAP. You can attend by car if you wish. Margaret Jones is organising the Sass and Living Boat Trust dining arrangements. Boats are booking already.

Dark MOFO with your 'RED' lit boat at Constitution Dock. Please arrange with Kim Brewer.

Flinders Island Cruise (Feb 2017), which I'll be leading.

Other Items

The CYCT strongly encourages beach clean-up of plastics, and general 'jetsam'; including a TV!

Cruising North East Tasmania, similar to our *Cruising Southern Tasmania* with detailed notes and chartlets has been approved by the committee. Your knowledge and input is important for this exciting innovative development. Jobs can be created!

See Tony Peach's page in this edition!

Mast Meeting

On the 11th May at Bellerive MaST reviewed boater's safety issues and many worthwhile applications for projects. Here is a brief summary and additional safety notes.

1. Safety

From July 2014 to June 2015 Tasmania had 9 drownings, and on a statistical basis, it is the highest in Australia with 1.75 drownings per 100,000 people, despite a reduction in the 10 year average of 18%. Compulsory life jacket use from January 2001 had reduced the mortality by 60%. Last year Australia recorded 271 drownings with the 45-54 year age group being the highest, (18%) with a 26% increase on the 10 year average. Males made up 80% of the cohort.

People aged over 55 are at increased drowning risk due to a number of factors;

- Poor physical fitness, so know your limitations.
- Medical conditions including coronary, diabetic and medications.
- Alcohol consumption,
- Life jackets not being used, incorrect use or inadequate buoyancy.

Three of the last six drownings were preventable deaths and occurred while wearing a life jacket! One had large holes in the buoyancy bladder; another had faulty cylinder activation, while the third death was from the inflated jacket riding up and over the top of the person forcing their head underwater. This underscores the importance of the jacket being a snug fit, using yolk/jacket crotch straps or ensuring the jacket waist belt is tight. Without crotch straps, the yolk will not roll you over with face up and could ride up high. The non-inflating bulky foam style jackets are efficient for rolling the occupant to the face up position

Advice. Check your jacket. Is it too old and unreliable? Inflatable life jackets must be inspected and serviced according to the manufacturers recommendations. Inspect for holes in the buoyancy chambers. Use the inflation tube to orally inflate your jacket and leave overnight, checking for any signs of deflation. Take the cylinder off and check that it is full, corrosion free and of correct capacity for the jacket. Does the activation mechanism work freely? Having 2 ½ opening turns will prevent inflation. Are crotch straps attached and easy to use? Functioning crotch straps are important to keep the jacket down. Make sure that the clips work easily. Is the compulsory whistle and a possible light present?

MaST is planning to have a pool demonstration about these devices. New standards were introduced for various boating waters and user's needs. I refer you to the MaST site and video.

NOTE: MaST is inspecting and issuing fines for the wearing of faulty unserviced life jackets.

2. Projects.

Many that were seeking funding including:

- Melaleuca, floating landing proposed.

- Huon River navigation markers about Heriot Point and floating jetty at Huonville for keel boats.
- TMR building on Queen's Domain for radio station and museum.
- Derwent River: Removal of dangerous old pylons and installation of navigation markers north of Bridgewater Bridge.
- Jetty at Murdunna.
- Numerous launching ramp improvements.
- MaST updated on line guides to St Helens bar way and the Flinders 'Pot Boil'.
- Flinders Island mooring buoys.
- Accurate charting of inland lakes, including bathymetric detail and hazards, e.g. tree stumps.

Wishing you safe and happy boating,

Lew

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www.entertainment.com.au/242c666

or email Treasurer@cyct.org.au, or order at a club meeting.

Rear Commodore's Report



Catrina is cruising in Malaysia at present. In her absence, Margaret Jones is acting as Rear Commodore.

Christine Coughanowr (Manager, Derwent Estuary Program) shared her wealth of knowledge of the Derwent Estuary at our last meeting. Covering partnerships and collaborations focussed on the river, scientific research, industrial impacts and the extending kilometres of estuarine tracks and trails, we all walked away knowing a lot more about the river we sail. For instance, an earlier belief that waters from the Derwent feed the D'Entrecasteaux has been overturned. They do, but the D'Entrecasteaux's flow into the Derwent is far more significant. Nutrients are richer up river than in the estuary, sediments have formed layers over heavy metals so disturbance (for eg by anchors) is to be avoided. There are spots around the river where short plastic poles have been placed so that handfish can lay eggs. These can also be damaged by anchors. Christine covered the river's tides and currents as well as its wildlife and the *State of the Derwent* reports that the program publishes are well worth downloading. Alternatively, we now have a copy that can be borrowed from the club library, as well as LINC.

In June Janet Fenton will address the general meeting (see calendar) and in July members who went on the Victorian Visit cruise will talk about the experience. Not to be missed!

June long weekend cruise:

Saturday June 11: Pre-dinner drinks on an adjacent boat (or yours), ad-hoc arrangements in the marina. Dinner at Sass Restaurant (over the road from the marina) at 1830. Cost is \$40 per head for a two-course alternate drop menu. Pay through the CYCT website and PayPal, with the deadline for numbers being June 4th. The theme for the evening is "A Royal Event" so dig into the dress-up box and act the part!

Sunday June 12: Dinner at the Living Boat Trust at 7 pm, \$25 per head payable on the night. Numbers by June 6th please. The Living Boat Trust will be open all afternoon and visitors are welcome to interact with LBT members. John Young will give an update on the LBT progress and projects during the dinner. We should get to Franklin early enough for you to checkout other venues in Franklin (Wooden Boat Centre, Franklin Marine, shops, etc).

For bookings and queries, contact Margaret by email: lalaguli01@bigpond.com

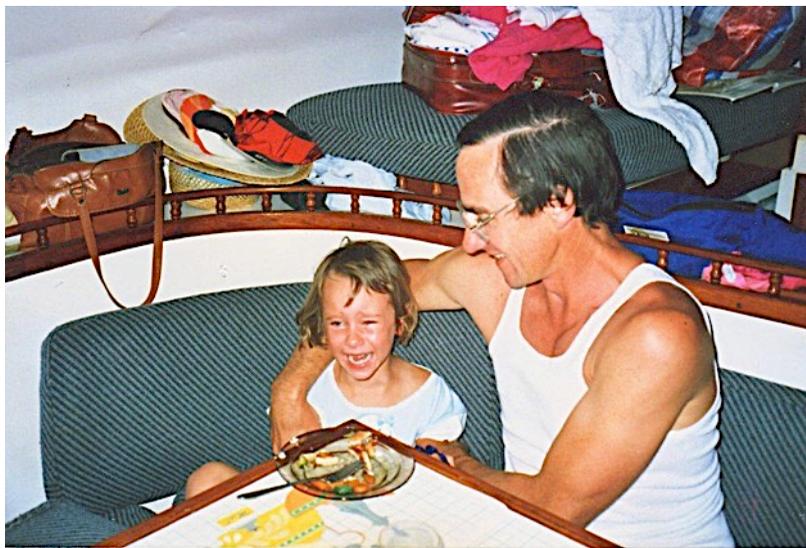
Women on Boats**Wendy le Cornu**

May was a 'how to' meeting with about thirty participants learning the process of heaving to and giving and receiving a tow. Kim had some exciting footage of a boat she and Tony had sold being towed out of a 60 knot gale and safely back into Wellington, NZ. One of the takeaway messages was to face the fact that if you do need help call for it before daylight turns to darkness and things become terrifying.

The other message was that 'heaving to' is a dead easy manoeuvre and the perfect way to get respite from howling winds and have a quiet cup of tea. We're all keen to try it and then be able to convince skippers (provided there's sea room) to give it a go instead of preparing a meal on an angle and eating it before it slides off, or gets blown off, the plate.

The annual WoBs Weekend will be shortened to a day sail this time due to the lack of available of boats. A weekend away might be organised towards the end of the year.

At June's meeting surveyor Patrick Syngé will talk about what to look for when assessing the seaworthiness of a boat. He'll run through a Sea Safety checklist. All women are welcome and non-members can attend two meetings before they are invited to join the CYCT. If they are serious about gaining sailing experience this will be the best way for them to get an opportunity to crew, and if they own a boat then sailing in company is a great way to gain more confidence in venturing further afield.



Even when 'hove to' meals on boats are not always tranquil affairs. Photographer: Wendy le Cornu

Maritime Market Place**Hans Van Tuil**

Once again the Maritime Market Place was a great success.

The Kettering Community Hall was buzzing as stallholders sold their wares and purchasers left with armfuls of bargains. Outside the hall there was also much activity with larger items offered for sale. Fortunately the weather was kind.

This year we had a cafe selling coffee and cake, while Elizabeth Helm and Jackie van Tuil ran the BBQ. Those who arrived early were rewarded with the best deals. There were times when it was difficult to move around the hall, and by midday most items were sold. The two clubs made around \$450 each and a great day was enjoyed by enthusiastic crowds.

A very big thank you to those members who participated in the event and especially those who gave their time to ensure all ran smoothly.

We look forward to running this event again in 2018.

Dave's Pick no. 2

Having done some work on relating physiological phenomena to the lunar cycle, I like Denis Alexander's article "Tides".

<http://cyct.org.au/Albatross/198605/19860516.php>

Copies of the *Albatross* (Vol. 1 no. 1-) are available on the CYCT website.

There is but a plank between a sailor and eternity.
~ Thomas Gibbons

Proposal to Produce a Cruising Guide for NE Tasmania & the Furneaux Islands

Tony Peach

There has been a proposal that our Club should produce a publication similar to *Cruising Southern Tasmania (4th Edition)* for the **North East coast of Tasmania including the Furneaux Islands (Guide)** (NETFIG). If this task is commenced, in order to achieve a satisfactory and timely result, several requirements will need to be fulfilled. Some of these items are:

- a) A subgroup be formed that is prepared to draft descriptions of anchorages and supporting information
- b) A list of anchorages, commencing at Wineglass Bay and extending to Deal Island in the north, finishing at the mouth of the Tamar will be identified by the subgroup and Club members.
- c) Descriptions of each anchorage will then be prepared, and where possible any associated localised walks, features and items of interest included.
- d) Detailed 'sub-editing' to ensure accuracy and consistency of the final document, preferably involving new blood.

In an attempt to move this project from the embryonic "idea" stage, we are now seeking members who have commensurate skill sets, knowledge of the area in question, whatever the extent, and who would be prepared to volunteer their time to the production of this cruising and anchorage guide.

As a result of the details above, we are now requesting members to contact me if:

1. You would be seriously prepared to dedicate 12-15 months at several hours per month to assist with the challenges outlined above.
2. You wish to submit recommended anchorages that should be included within the guide for the area outlined above
3. You may not be able to provide the time but consider that you have information valuable for inclusion in the "NETFIG".

All responses will be assessed by the end of June 2016, and depending upon the potential interest demonstrated, the availability of sufficient knowledge and skills relative to the production of the proposed publication, a decision as to whether or not to proceed with the production of "NETFIG" will be made.

Tony Peach (tonypeach@bigpond.com)

APPLICATIONS FOR MEMBERSHIP

Philip and Julie-anne Garlick

Cleo

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the *Albatross*, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

WELCOME NEW MEMBERS

Christian Narkowicz and Sheenagh Neill

Tahiti

Nick and Taff Gales

Cachalot of Hobart

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

Introducing New Members

Christian Narkowicz and Sheenagh Neill

Christian and I have raced more than cruised and yes, there is a difference. So after 15 years of racing and some Sydney to Hobart return deliveries, we are learning to cruise. It's taking time to just stop and not constantly trim, but we are adjusting.

We've crewed on the following racing yachts; *Hitchhiker* (Chaz from Tas), *Duende* (Damian Parkes), *Helsal II* (Chris Riggs), *She* (Peter Rogers), Sydney to Hobart yachts and local yachts; *Wildfire* (Malcolm Robinson), *Firecrest* (Arthur and Peter Limb), *Silicon Ship* (Dave Wyatt) and mostly on *Odyssey 2001* (Steve Logan). *Odyssey* was a regular BYC twilight, Harbour and Crown series race winner. I still enjoy racing and so I'm lucky enough to be crewing on *Samos*, (Fiona Preston) each Wednesday in the mid-week series.

So after being crew for so long and always waiting to be asked to go away or race, in 2015 we were lucky enough after many years of dreaming and planning to buy our own yacht. *Tahiti*, is her name at present. Built in 2008, she has travelled through the Panama and across the Pacific to Sydney, where she lay mainly unused until we noticed her. She is a twin cabin, Jeanneau 42i, with all the extras for long passages such as solar, wind generation and a desalination plant. We've even found a few artefacts such as a baby's hammock and feeding bottle etc.

Our first real sailing passage as owners of *Tahiti* was Jervis Bay to Schouten Passage. Bass Strait was its typical unpredictable self but *Tahiti* proved she was more than capable when a rogue wave broke over the boat in strong Westerlies with a Southerly swell. In most other yachts I've been on, especially when crossing the strait, a breaking wave over the boat gives you a good indication of their handling! Navigating Schouten Passage by radar during a smoky, pitch black night on a rough sea (smoke from the East Coast reduction burns) was a great challenge but with radar and other technology the yacht proved her worth. *Tahiti* handles very well and is a comfortable and well designed yacht.

So at the beginning of our cruising life we have spent most of this glorious summer sailing and familiarising ourselves with everything on board around Recherche Bay, the Huon and Channel areas, Storm Bay, Frederick Henry and Norfolk Bay in preparation for longer passages in the future. We've met lots of lovely, friendly people, many who have cruised for a long time. So if you see us on *Tahiti* sailing by, please say hello! "Here's to stopping and taking it all in."



Tahiti under sail

Taff and Nick Gales

We have been on and off yachts for many years. After some early misadventures on our 24ft sloop *Juliet* in Western Australia in the 1980s, we took the big step in 1992 of buying our next yacht, *Kela*, a 53ft steel ketch. A year later, with young son Jeremy and new-born daughter Jemma, we set sail from Fremantle, crossed the top of Australia, and made a blustery August crossing of the Tasman to Wellington. During four years of work, living aboard at Chaffers Marina, downtown Wellington, we explored the wilds of Cook Strait, and ventured into the Pacific as part of the 1995 Mururoa Peace Flotilla (in sailing company with our great friends Jon and Barbara Tucker of *New Zealand Maid*). Sailing back from Tahiti, through the Cook Islands, Niue and Tonga gave us a wonderful taste for the real cruising life.

In 1997 we sailed *Kela* back to Fremantle, once again across the top end (this time with the prevailing winds!) and decided to swallow the anchor and spend some time ashore. For the first time in her life Jemma experienced living in a home that was not floating!

After several years in Perth, work brought us to Hobart in 2001. We had spent a few years here in the 1980s so we settled in quickly and our minds turned to our next yacht. In 2006 we embarked on a huge project in the form of a 44ft bare aluminium hull, which we transported from Queensland. After a long gestation in our front yard in Coningham, *Cachalot of Hobart* was eventually launched (unfinished of course) and remains our 'almost finished' work in progress. She's a round bilge, cutter-rigged sloop with a fully retractable, ballasted keel. You may have met her sister-ship, *Volo*, designed and built by Max and Sandy Risely, when they visited Tasmania.

We keep *Cachalot* (the old name used for sperm whales during the 18th and 19th centuries) at Kettering and occasionally on our mooring in Barnes Bay, which is also where we live.

We plan to enjoy the wonderful world-class cruising Tasmania has to offer for the next few years, before heading off to distant shores for surf, sun and a life post-work.



Cachalot of Hobart at anchor in Port Arthur



Past cruises: reports from Club Members

Deep Hole Cruise by Erika Shankley

Three Club boats went on the advertised cruise to Deep Hole. We were blessed with an Indian Summer for all three days with light sailing breezes. We did see the Ida Bay train but didn't go for a ride. Instead we barbecued on the beach and helped refloat a trailer-sailer, which was hard aground. Another barbecue at Stockyard Point rounded off the weekend before we returned to our moorings.



Neptune passes the Middleton light



Assisting the trailer-sailer Pan which was hard ashore



BBQ at Stockyard Point (Ottmar, Tony, Elizabeth, Chris, Lyn

Photos: Erika Shankley



Taranna Cruise in Photographs by Liz Garnham



Top Left: Misty morning at Taranna.; Top right: Max, Lucas & Isabella Watson assisting the dinghies to shore

Bottom: BBQ at Dunbabin Beach



Victoria Visit Cruise by Tony Peach

Several months ago a couple of Cruising Yacht Club of Tasmania members discussed how wonderful the Furneaux group of Islands are. This progressed to conversations surrounding Deal Island and the Hogan group. Well, if we visit the Hogan group (One of these islands is Boarder Island, which defines the Victoria to Tasmania territories at 39^o.12 S) why not go all the way to Wilsons Promontory? The concept was born, and from March 22nd to April 10th 2016, a fleet to 5 boats experienced some of the best cruising in Tasmanian waters. Eight boats departed Hobart, but due to various business and family constraints, three had to return to Southern Tasmania, using Deal Island as the turn back point.

A tentative schedule was developed, with the Easter break included to allow those that are not enjoying retirement to come along. Serious consideration was given to the tide and related current flows. The effort expended on this analysis provided up to 4 knots of assistance in a few locations along the west coast of Flinders Island.

ACTUAL STAGES				
DATE	LEG (2nd location was overnight anchorage)	Nmiles	Tide	NOTES
22-Mar-16	KETTERING - CONNELLYS MARSH	26.6	8:12	High tide Hobart
23-Mar-16	CONNELLYS MARSH - PROSSER BAY (EAST SHELLY)	29.2	11:14	High Slack water at Denison canal
24-Mar-16	PROSSER BAY (EAST SHELLY) - WINEGLASS BAY	36.9	9:52	High water Spring Bay
25-Mar-16	WINEGLASS BAY - BINALONG BAY	59.4	10:43	High Bicheno Current runs southerly at up to 1 knot
26-Mar-16	BINALONG BAY-EDDYSTONE POINT	17.8	5:57	Low tide @ Eddystone-Flows into Banks Strait

27-Mar-16	EDDYSTONE POINT-CLARKE IS (KANGAROO BAY)	38.3	9:19	Low at Big River Cove- Rising tide flow to west
28-Mar-16	CLARKE IS - PRIME SEAL ISLAND	39.1	9:57	Low at Big River Cove- rising tide flows to north
29-Mar-16	PRIME SEAL ISLAND - DEAL IS (GARDEN COVE)	42.8	10:40	Low at Deal Is - Rising tide flows to west
30-Mar-16	DEAL IS- VIA HOGAN GROUP, WILSONS PROMONTORY (REFUGE COVE)	48.7	11:18	Low at Deal Is.
31-Mar-16	REFUGE COVE - PORT WELSHPOOL	24.3	11:57	Low tide at Hogan Island - Floods from the NE
01-Apr-16	PORT WELSHPOOL AREA	-	13:53	Low at Welshpool - Floods inland
02-Apr-16	PORT WELSHPOOL - REFUGE COVE	24.3	7:38	High at Pt Welshpool
03-Apr-16	REFUGE COVE - DEAL ISLAND (GARDEN COVE VIA DOVER ISLAND)	50.2	8:17	High at Pt Welshpool
04-Apr-16	DEAL ISLAND - ROYDEN ISLAND	38.2	8:37	High at Hogan -Ebbs from SW
05-Apr-16	ROYDEN ISLAND-BADGER ISLAND	29.5	9:50	High to Deal -Floods to SE
06-Apr-16	BADGER ISLAND - BINALONG BAY	64.3	11:31	High to Big River - Ebbs to SE
07-Apr-16	BINALONG BAY - SCHOUTEN PASSAGE (BRYANS CORNER)	68.7	9:04	High at Eddystone - Ebbs SE
08-Apr-16	SCHOUTEN PASSAGE - PROSSER BAY (RASPINS BEACH)	36.9		Current runs southerly at up to 1 knot

09-Apr-16	ORFORD - BRUNY ISLAND (QUARANTINE BAY)	55.2	13:46	Slack High water at Denison
10-Apr-16	QUARANTINE BAY - KETTERING	4.3		
	TOTAL	734.7	19 Days	

Some of the fleet, during the leg from Deal Island to Refuge Cove, detoured to the Hogan group



Deal Island at East Cove- Westwind

to see the area for themselves. Consideration was given to erecting a token Tasmanian flag, but with the gale force winds predicted we suspect that it would have been claimed by Bass Strait very quickly.

At Refuge Cove, obviously a very popular anchorage, our fleet shared the bay with five other vessels. Some were resting after a Fremantle to Victoria leg, others like our own fleet had come from Tasmania, and two were Sydney to Melbourne boats waiting for more favourable

wind conditions prior to the final leg into Port Phillip Bay.

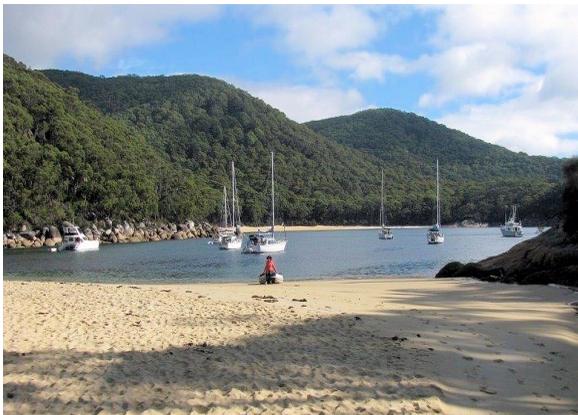
Originally there was a CYCT plan to visit Port Albert, but this was abandoned on the advice of the Victorian Ports Harbourmaster for the area. He was of the opinion that navigation across the bar-way, since speaking with him several weeks earlier, was now compromised due to the preceding weather conditions causing a deterioration of the channel. He recommended that unless we had "local knowledge" aboard he would advise against this. The flotilla stayed another day in Port Welshpool and thoroughly enjoyed the visit. The meals at the local Pier Port Hotel were absolutely superb, and the publican (John) arranged transport for some of the crew members to travel to Yarram to re-stock with groceries from the large supermarket there.

On the return journey we visited Dover Island and Erith Island in the Deal Island area. We noted that two kayakers that had departed from Refuge cove four days previously were resting on Erith Island at West Cove. It was surprising to encounter a 6.5 m Zodiac at Deal Island with four adults and one child who had come from Port Welshpool and were camping in the area.

During the Deal Island to Refuge Cove leg, the fleet was passed by a 5 m long single outboard vessel heading north, who knows from where it commenced its journey?

Almost the entire journey was conducted in conditions with the wind at 15 knots or less with the exception of Badger Island to Binalong Bay on the return journey, which provided 30 knots plus. It was fortunate that the current was on the ebb as planned and this removed a portion of the sea height while traversing the notoriously rough Banks Strait.

It is difficult to arrive at any conclusion, other than cruising in company with the associated shore barbecues, fishing, camaraderie, and networking of knowledge are near the highlight. The Deal Island group, Clarke and Badger Islands were superb, yielding remarkable scenery, and very good anchorages. For those wishing to visit Deal Island, there are caretakers located on the island above East Cove, and they will provide a brief history and information relating to the



Refuge Cove

attractions on the islands and the key to the small museum. Murray Pass, which is the channel between Dover and Erith Islands to the west and Deal Island to the east, experiences currents of up to 4 knots which ebb to the north. Consequently, insure you are armed with the tidal information prior to a visit there.

Boats that completed the cruise are as follows:

TO PORT WELSHPOOL	TO DEAL ISLAND
<i>Kokomo</i>	<i>C'Est Si Bon</i>
<i>Nuage</i>	<i>Minerva</i>
<i>Rubicon</i>	<i>Phoenix</i>
<i>Westwind of Kettering</i>	
<i>Willyama</i>	



Furneaux Flathead



All crews at Badger Island. Photo by Brad on Nuage

Victoria Visit Log by Kate Johnstone

22nd March It's a sparkling day and flocks of shearwaters surround *Westwind of Kettering* as we head to Connelly's Marsh and drop anchor for the night along with *Easting Down*, *Penderyn*, *Le Maris*, *Kokomo*, *Nuage*, *C'est Si Bon*, *Fandango*, *Willyama*, *Phoenix* and *Rubicon*.

23rd Damian developed severe pain in his jaw overnight and returned to Hobart but we are through the Denison Canal at 1000 and stop to fish beneath Hellfire Bluff - flathead for dinner.

24th Reunited with Damien (less a wisdom tooth) at Orford. I recognise Grey Headed, Shy and Blackbrow albatross east of Freycinet and there are pods of dolphins. *Westwind* drops craypots then heads into Wineglass Bay where we all walk the beach. There's a jovial BBQ that evening with gin, ice, lemon but no tonic. WOW! Those boys can drink!

25th The craypots are empty. Wind is a light N. Westerly, all sails up. More albatross, shearwaters and dolphins, and the sun shines as we pass St. Helens I. where a substantial swell is rolling in. *C'est Si Bon* has settled in at Skeleton Bay. Everyone agrees to go to Binalong Bay where several runabouts encircled us at speed, turning tight corners, making life on board rocky.

26th Away at 0930 to Eddystone Pt. We hear *Minerva* has been up to Deal I. and is on her way back south. At 1230 we drop anchor north of the point for coffee and hot cross buns before going ashore but then the wind increases and we have fun launching the dinghy through the surf.

27th Clarke and Cape Barren Is. are on the horizon, Musselroe Bay off to port with the wind farm noticeable against the clear sky. With wind and current together we are pushed along at 9kn through Banks Strait. and drop anchor in Kangaroo Bay (Clarke I.) with Tony working consistently, mindful of the vessels, monitoring conditions, best times to travel, best anchorages and keeping an eye on the fleet. We settle on a small beach for our BBQ and *Minerva* joins us. Chris (*Willyama*) shares a basket of Easter eggs - it's Easter Sunday.

28th We hit a rough patch and go inside Badger I. to calmer water. *Westwind* detours to look at Trouser Point while the yachts have a nice sail up to NE Prime Seal I. Tony and Damian drop a craypot and Chris and Ian (*Willyama*) come to share pasta sauce a la Venezia Restaurant with us. In the middle of dinner Damian leaps up - the fishing rod is bending! It's a blue spotted flathead, two gin bottles long. Chris comments, "Never have we seen two men so excited over one fish".

29th Retrieved an empty pot. We take one hour. watches on the passage to Deal Island. Disappointingly small flocks of shearwaters and terns on leaving Flinders I. We approach Deal from the S.E. passing under the lighthouse and Squally Cove, anchoring in Garden Cove then walk to the caretakers' cottage to meet Marina and Steven who serve us tea and Anzacs. The Friends of Deal I. have built a fence around the hill above East Cove to stop erosion as it was denuded by fire but it has been struggling to grow back. It's made a positive difference but has also kept out the little penguins who nested there.

30th Goodbye to Garden Cove and *C'est Si Bon* but *Willyama* is coming with us now. As we pass Hogan I. a solitary man emerges from a tiny green hut and takes a photo of us. Boundary I. in the Hogan Group is the only land which forms part of the Vic. Tas. Border. Someone suggested planting the Tasmanian flag on the Victorian half... and then we are into Victorian waters.

Coming into the shipping lanes and Tony turns on the radar. Overcast weather has reduced visibility. Light rain.

1340 Wilsons Prom. appears ghostly out of the mist and four yachts are in view. A car cargo ship passes to our stern, a great bulk of a thing picked up on the AIS before coming into view.

1445 drop anchor in Refuge Cove. All yachts are here. Tony invited other boats to join us and two couples come for drinks. Mel and Raz from a motor catamaran called Prowler II and Sue and Lawrie (75yo) who are about to kayak Bass Strait. Lawrie, a friend of Chris's brother, has been looking out for *Willyama*. He has a copy of our schedule in his pocket which he shows me. 'You shouldn't be here until tomorrow'. He says.

The *Kokomo* crew Brett, Ian and Mike come across to *Westwind*, we play music, drink wine, Guinness and whisky. Laugh a lot, that mob really is funny.

31st Up late. Sue paddles over for weather printout Tony had prepared for her. Kate launched her kayak and went for a paddle around the bay. Then *Kokomo* is off under sail. Calmer than yesterday and much more pleasant.

1310 Pass the first green marker on our way up the long tidal channel to Port Welshpool. We tie up at the wharf and are accosted by an officious man who tells us that we can't stay here because this is the fuel jetty. Tony the diplomat mollified him and we all refuelled.

1st April The bar tender offered to take 3 of our group, Damian, Mike from *Rubicon*, and Anne from *Nuage* to Yarram to resupply at the supermarket. Tony and Kate walk 5k into Welshpool, have a coffee and walk back. Later we stroll around the museum, full of old farm machinery and a derelict boat. In the afternoon Kate is winched up the mast of *Willyama* to retrieve a halyard. We are rewarded with cold drinks and cake.

2nd April 28kn of wind and in the harbour the rafted up yachts are snatching and bumping. We don wet weather gear and rock and roll our way to Refuge. *Kokomo* stops to fish and Tony tries for snapper, then for whiting with no luck.

3rd We leave Refuge early and have a grey lumpy crossing passing just one ship in the shipping lane. We detour down the west side of Dover I. and into Murray Pass with tide against current slowing us down. Later, we wander over to West Cove where we spot the two kayakers sitting in the sun below the Erith Mob hut. They leave for Flinders I. tomorrow.

4th Up anchor 0830 and motor to E. Cove. This summer, a heritage plasterer did some repair work to the lath and plaster ceiling of the lighthouse keeper's cottage (now the museum) and Damian goes to look at the repairs. Tony and Kate walk to the top of the whim on the hill above the jetty and up Barn hill. We see *Nuage* and *Kokomo* leaving Murray Passage looking very small against the cliffs.

A rather large vessel displaying no visible navigation signals and with, we presume, a long net stretched out behind invisible except for a single buoy caused Tony to take evasive action. A frisson but apart from that a pleasant voyage to Roydon I, our stop for the night.

5th Destination: Badger I., where we dropped anchor just below the shack and jetty and had a BBQ in the corner of a very pretty beach. Brad caught a very large tiger flatty.

6th The rolling began at about 0100. Tony declared he was grumpy after a disturbed night but he seemed his usual friendly self but impatient to be off into the grey, misty morning, the occasional big wave making the auto pilot work hard. A problem occurs with the stabilisers while Damian and Kate are in the wheelhouse but we don't notice the warning light. It's Tony, who on checking the engine room flies into the wheelhouse to turn them off.

It's a hideous and grey trip across Banks Strait until we go inside Swan I. and have the current pushing us along and finally we anchor in Binalong Bay where Tony works to fix the stabiliser problems as much as possible and Chris and Ian come for dinner.

7th A long day's journey to Bryans Corner, passing through a large flock of sea birds and dolphins leaping as they ride at our bow. We navigate between a row of buoys spread across the Schouten Passage entrance and there's a notice to mariners of, possibly, a great white shark in shallow water off Hazzards Beach. Pleased I didn't swim.

A blissfully calm night and a succulent and tender meal of lamb shanks, another Tony specialty but there are concerns about the weather. We decide to keep going.

8th 0900 departure. A huge pod of Bottlenose dolphins move across our path as we leave Schouten Passage. At Orford we wander into town for lunch and newspaper. At Prosser Bay we BBQ on a cobbled shore Tony called Ball Bearing Beach because they rolled under our feet.

9th 0645 By 1100 we are through the canal, anchoring at Quarantine Bay for a roaring blaze of a fire around which we sit recounting highlights, amusements and where to next. The *Kokomo* boys present Tony with a box labelled MOET to thank him for the work he's put in. Later, a small dinghy flotilla fann out, only head lights visible until they bump against their transoms.

10th Misty rain creeping up the bay. Home today before the bad weather hits. We travelled well, ate well and had a very enjoyable time. Tony is a generous man who entertained all crews on board *Westwind* at some stage during the journey. He checked the weather regularly to decide our passages and anchorages, was mindful of the sailors, cooked luscious meals, and was a wonderful host who engendered confidence in us all.



To navigate or not to navigate - that is the question**Roger Locke**

In the 1970's when the CYCT was formed, every self-respecting senior yacht club in Hobart ran at least one navigation trial each year. These attracted large numbers of entrants, reportedly over fifty in some RYCT events. Many vessels competed in events organised by clubs other than their own.

The CYCT naturally decided to do the same and a trial was devised by Mark Creese and others. Due to Mark's untimely passing, and perhaps other reasons, the trial sat on a figurative shelf until the mid 1990's when Patricia Locke was secretary. By then, most events had been renamed navigation cruises to avoid the small print in insurance policies that denied cover to vessels taking part in trials.

Patricia suggested, and the committee of the day agreed, that the event be conducted and named the Donald Sutherland Memorial Navigation Cruise, in honour of the Club's first commodore.

The first event was won by *Bird of Dawning* (Gordon and Margaret Gowland) with the crews of *Pajan* (Roger and Patricia Locke) and *Just Jude* (Ian and Judy Turnbull) signed on as navigators. Duncan Jamieson made a fine perpetual trophy of a pair of Huon pine dividers mounted on a Blackwood base, and the Club provided a pair of single-handed bronze dividers as the first prize.

A crew question section was separately marked and prizes awarded. A plaque was awarded to the winning entrant. The award of dividers continued for several years but was then replaced by prizes donated by chandleries, a local slip and others.

As a result of this first event, *Pajan* was asked to set an event for the following year. Although navigation events are expected to be straightforward logical exercises, it was soon discovered that CYCT members didn't always see it that way.

The organisers had thoughtfully buried Black Bess on Burying Point, and asked entrants to identify all those buried on the point. One contestant thought he knew who was buried on the point and so didn't send out a shore party. This resulted in the 20' *Pajan* trying to out run the 46' *Amnesia* to set the next control.

On another occasion *Pajan's* dinghy had been carried ashore to a waterhole and contestants asked to book into the control boat floating at the plotted location. Everybody agreed that the plot was ashore, but nobody went to look.

All entrants booked into the decoy control, *Bird of Dawning*, which had been placed 300 or 400 metres away to prevent people going to the wrong waterhole, as the other one was a long way up the hill.

One entrant told *Bird of Dawning* that she was in the wrong place.

Navigation events are intended to be just that, a test of navigation skill and seamanship with enough fun thrown in to make them interesting. They are not intended to be cryptic, although some organisers have attempted to make them so. The navigator of the winning boat one year said he was looking forward to pitting his wits against those of the CYCT members. He certainly tried.

Traditionally navigation was carried out on paper charts. When electronic devices became available some members of clubs tried to have them banned, but it was soon realised that this was impossible and that organisers should instead set events in which the use of electronic navigation aids was of little benefit. Besides which international law requires a skipper to use all navigation aids at his disposal.

The events are normally set as a series of sections with each being a navigation question to identify the next control. There are often multiple controls so that those who have misread the question or not plotted accurately, might book into an incorrect control. This evokes a penalty. Organisers usually try to include some fun in the event with some going to great lengths to provide diversions.

Sections are usually run over a fixed time, a time to be calculated, or an average speed. Generally questions can be quite straight forward as inevitable misinterpretations and timing issues will determine a winner.

A set of instructions needs to be issued so that entrants are aware of penalties and running requirements. Often the instructions for a section are in an envelope which is to remain sealed until the previous section is completed.

Attempts have been made to run an event without controls. This resulted in the club event being awarded on one occasion to a boat that hadn't undertaken the course. The skipper had motored to Middleton, spent a couple of pleasant hours ashore with his grandson at the playground, and then motored back to the finish.

Several events have been decided by combining navigation and crew questions to determine the winner. This is not very rewarding for the winning navigator.

In recent years several clubs have discontinued their navigation events because of declining numbers of entrants and in 2013 the CYCT Committee conducted a survey to determine whether the Club wanted to continue running the event. Despite more than 70% of respondents saying they thought the event should continue, the committee decided to delete navigation from the event but continue with a Donald Sutherland Memorial Cruise. Recent cruises have not attracted much interest.

The navigation event has been the only competitive event organised regularly by the Club. I believe it would be a shame to see its complete demise. It has the advantage of involving both competitors and control boats, and in the past has involved shore bound members as shore controls. I suggest that the Donald Sutherland Memorial Navigation Cruise be reinstated with the following guidelines.

- A set of guidelines be introduced for organisers.
- A set of rules for entrants be established. These can be altered or supplemented by organisers if required.
- The event be overseen by the Committee or a nominee of the Committee.
- Each organiser be required to have the event instructions vetted either by a person nominated by the organiser or the Committee.
- The winner be given the option of setting the event for the following year, but if that is declined then the Committee appoint an organiser.
- The event be scheduled to avoid the RYCT navigation event.

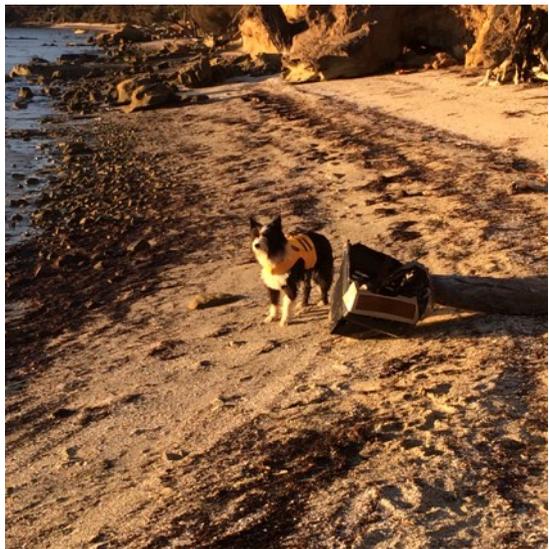
If, after a few years members appear to have lost interest in the event, it should then be terminated.

Bad Image at Monk Bay

Lewis Garnham

When the CYCT recently visited the isolated Monk Bay beach in Norfolk Bay we were dismayed to find fresh floating folded aluminium drink cans and plastic rubbish on the beach. The major offender was an old broken tubed TV set which gave a very 'bad image'. Dr Lew from *Minerva* cleaned the badly wounded item of weed and sand before dinghy transportation to David Watson's 'ambulance', *Serenade*, for transportation and disposal in Hobart. A brief roadside dog walk at Taranna also filled a found box with take away mugs and bottles. A reported recent beach clean on South Bruny filled five garbage bags.

It is good that the CYCT has a 'leave a Beach Clean' policy - I hope it becomes standard policy of all the boating fraternity not to litter and to leave visited areas better than when we arrive.



Pip finds tv on Monks Beach

Albert Ross Dispatches

Albert Ross, discovering that Bill Hatfield's Cape Horn misadventure had been mentioned in the last issue of this newsletter said the editor should have pointed out that Bill Hatfield's Adams 33 used to be based in Hobart, was sold to him by Boat Sales and was called *Reflections*. Further, it was previously owned by CYCT Commodore and Judy Boone. To quote Albert's source: Bill is a lovely guy and a highly experienced seaman who had a very firm plan in mind when he bought the boat. He achieved so much in her before the rollover. Now she's been sold in the Falklands and hopefully that dogged little boat will live on.'

There's a blog telling of his attempt and the incident at

<http://www.sailblogs.com/member/whatfield1/?xjMsgID=392293>

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** in "inverted commas" or capitalised.
- Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include a caption.
- The deadline for each month is the 15th (there is no *Albatross* in January).

**Cruising Yacht Club of Tasmania
and
Royal Yacht Club of Tasmania**



**“PAINT THE TOWN RED”
Cruise**

Date: Saturday June 18th

Time: Assemble in Sullivans Cove at 1100 ready for an **11:30** bridge opening and entry in to Constitution Dock.

Departure: Sunday June 19th at 11:30.

Cost: \$25 per boat

Add to the spectacle by decorating your boat with lights – preferably **RED**. 240V power will be available. Participating boats must be willing and prepared to have others raft outside and for crews to have access ashore over their boats. All boats will need to be well-equipped with fenders and (if lying alongside the dock) fender boards. Tasports requires each boat to carry evidence of insurance. Access to toilets and showers ashore will be available.

See the [Dark Mofo programme](#) for activities ashore and remember to book early for the Winter Feast.

RSVP: Kim at kim@boatsalestas.com.au Closing date: June 10th

Please RSVP with your name, name of boat, length of boat & contact phone number. Please indicate if you DO NOT want to enter Con Dock.

This is a popular cruise and numbers are limited for each club so make sure you reply early!

Further information will be sent to registered boats after June 10th.

General Meeting held at Derwent Sailing Squadron on 3 May 2016

MINUTES**Opening**

Vice Commodore Lew Garnham declared the meeting open at 7:36 pm and welcomed those attending.

Attendance and apologies

Forty eight members registered their attendance. Thirteen apologies were recorded on the attendance sheet, which is filed with the official copy the Minutes. There was one guest.

Minutes of the last General Meeting (5 April 2016)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Ottmar Helm seconded by Duncan McKenzie.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

The following new members were welcomed to the Club by the Commodore, presented with their burgee, and introduced themselves and their boating history:

- Viv Neary and Jules Carroll (*Laurabada*).

It was noted that new members Paul and Pauline Bertholli (*Nutcracker*) are Newcastle based and unable to attend meetings until November.

Rear Commodore's Report – Catrina Boon

Report as published in the *Albatross*. Catrina was an apology for the meeting.

Margaret Jones advised she will coordinate the social side of the Kermandie/Franklin cruise on the June long weekend (11 – 13 June). Lew will be responsible for on water aspects, yachts, berthing etc. There will be a dinner at Sass Restaurant on the Saturday evening for which the menu will be placed on the Club website. The cost is \$40.00/head. On Sunday there will be a dinner at the Living Boat Trust (Franklin) on the Sunday evening. A walk through the Wooden Boat Centre will be offered.

Further details will be published in the *Albatross* and on the website.

Treasurer's Report – Alex Papij

The Treasurer advised that April had been a quiet month for financial transactions. Key points noted by Alex were as follows:

- A budget is in preparation for next financial year and membership fees will remain unchanged.
- Next year's membership fees will be payable from 1 July and not before, to avoid the confusion caused by receiving funds during the prior financial year.
- A copy of the Financial Report was made available for those interested. (Secretary's note: The Financial Reports are regularly posted on the Club website.)
- Entertainment books are available for purchase after the meeting.

Vice Commodore's Report

Report as published in the *Albatross*. Lew made mention of a number of specific items as follows.

- Five boats attended the Norfolk Bay Cruise while 4 boats went to Southport (which was the originally planned cruise destination).
- The Donald Sutherland Memorial Cruise (DSMC) was postponed and is now planned for the end of the month (28 – 29 May). Lew advised that the DSMC is expected to be of a similar format to that previously advised with on water activities on Saturday followed by dinner at the Oyster Cove Inn. Boats will return home on the Sunday.
- Another forthcoming event is the Maritime Marketplace at Kettering Hall on 7 May. Hans van Tuil advised that there remain places available at the MM for sellers. Additionally there will be a café and BBQ operating. The event is usually a fun day for all. Some volunteers are required and interested persons should advise Hans after the meeting.
- Lew also mentioned that a small group including CYCT members and representatives from RYCT and DSS are in discussions about the possible production of a cruising guide for North East Tasmania including the Furneaux Group.

Commodore – Andrew Boon

Report published in the *Albatross*. Andrew is currently overseas and an apology for the meeting.

Women on Boats

Kim advised that the next WOBs meeting will be next Tuesday (boat handling in specific circumstances). A WOBs weekend on the water is planned for 21-22 May with 10 interested participants so far but only 2 boats available. Additional boats are required and those able to help in this regard should contact Kim.

Items from other officers/other business

- Dark MOFO arrangements: Kim advised that the involvement of CYCT and RYCT is now an official part of the DARK MOFO program with berthing being available at Con Dock and the public area at Elizabeth Street Pier. Participating boats should display red lighting. Boats will enter on 18 June and depart on the 19 June. The cost will be a discounted \$25 for Club boats. Boats wishing to enter earlier than the agreed Club access time will be \$50. The arrangements are being worked out jointly with RYCT with equal numbers for each club. Participation will be on a first in first served basis. Interested participants should advise Kim.

- Winter Forums: Leigh confirmed that first forum for the year will be on 24 May on boat electronics with Matt Orbell from Green Marine. Refer to the *Albatross* for further information.

Next Meeting

The next GM will be at 7:30 pm, 7th June 2016 at DSS.

Close

The formal meeting closed at 8:05 pm.

Guest Speaker

Alan Butler introduced Christine Coughanowr, Manager of the Derwent Estuary Program. Christine provided a detailed and interesting presentation about the program and the state of the Derwent Estuary and answered questions from members. A copy of the Program's "State of the Derwent Estuary 2015" report was provided to the Club and will be placed in the library. On behalf of the Club, Margaret thanked Christine with presentation of the customary bottle of wine.

Close

The meeting and presentation concluded around 9:05 pm.

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay..

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)).

Alternatively, email the Vice Commodore, Lewis Garnham at ViceCommodore@cyct.org.au



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\$139,950

Well maintained and presented in very tidy condition, “Sagres” has 8 berths, including three double cabins. Her huge cockpit, with twin wheels, ensures fun sailing and is the perfect space for relaxing and entertaining.

- Three cabins and two bathrooms
- Twin wheels for easy access thru cockpit.
- Yanmar 56hp diesel engine with Kiwi prop.
- Comprehensive electronics including autopilot.



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