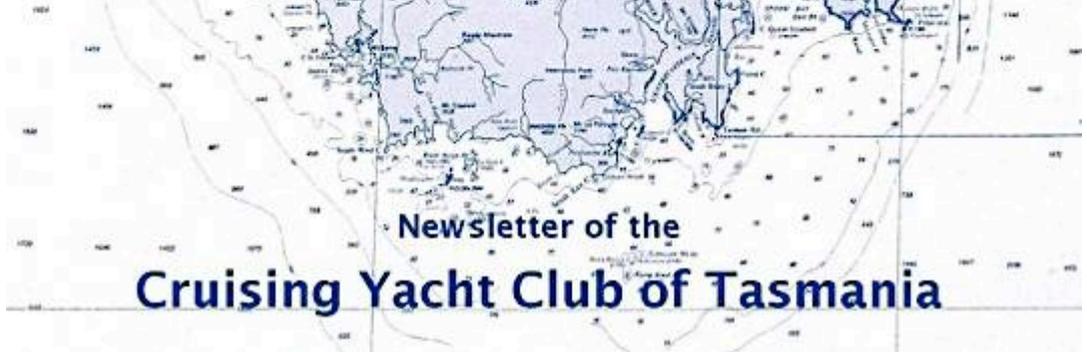




Albatross

Volume 44 No 2 March 2018



Newsletter of the
Cruising Yacht Club of Tasmania

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

Cover page: *Julienne* (Ian Johnston) tucked into Hidden Cove on the south coast. (image Ian Johnston)

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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!

Club Moorings: See p. 16

CYCT CALENDAR	
<u>March</u>	
Feb 17 th – Mon 12 th March	Extended east coast cruise continues into March up the east coast – coordinated by John and Helen Bridgland. Can be joined and left at convenient times to suit participants.
Sat 3 rd – 4 th	Norfolk Bay cruise – coordinated by Val Nichols
Tues 6 th	Committee Meeting @ 6.00 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Dr Mike Double from the Australian Marine Mammal Centre, Australian Antarctic Division, who will speak about his field work with whales in the Antarctic Peninsula region
Sun 11 th – 29 th	Port Davey cruise – coordinated by David Jones
Tues 13 th	WOB meeting @ 5.30 pm. Venue DSS
Friday 30 th – Apr 4 th	East coast cruise (Easter Cruise) coordinated by Lew Garnham. Heading up to Maria Island, Schouten Passage and Wineglass Bay.
<u>April</u>	
Tues 3 rd	Committee Meeting @ 6.00 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS
Tues 10 th	WOB meeting @ 5.30 pm. Venue DSS
Sat 14 th – 15 th	Autumn Festival New Norfolk cruise – coordinated by Bryan Walpole

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.

Editorial



February was notable for some extraordinary weather, with a very intense front crossing the state in the middle of the month, bringing very strong winds and causing widespread damage. I hope it is true to say that there was not any significant damage to boats around the state. I did hear of an unmanned boat being rescued by a club member before the front come through. Apparently it was drifting in the vicinity of Roberts Point and the Bruny Island ferry. Well done Daryl Ridgeway for saving the boat from possible grief.

February saw Sheenagh and myself invited to sail the Crown Series regatta on *Phase Three* (Paul Strong and Sally Schofield). There are four divisions for cruising boats in the regatta and, if you are inclined to have the odd sail around the cans, it is a very enjoyable regatta with five races over the weekend. It was interesting sailing on a different boat and trying to get my head around the concept of racing again: spinnakers, being overpowered, boats in close proximity – all a bit foreign after a few years of cruising. But great fun – thanks Paul and Sally.

Some observant club members may have noticed a pair of Schionning Wilderness 16 m catamarans tied up at Elizabeth Pier early in the month. One of these was *Thor* (Mike Riley and Åse Jakobson) whom we had the pleasure of sailing with in QLD some 18 months ago when they were just starting out on their cruising adventures on *Thor*. It was great to catch up with them and hear of their cruising achievements, a few misadventures, and to be able to welcome them to our home waters. A major highlight for them was going around Tasman Island, so they went around twice. They have already had an induction into sailing below 40°S: un-forecast strong winds, erratic changeable February weather, cold and heat on the same day, the vagaries of sailing the Channel. But at least there is no coral. Unfortunately work commitments may prevent us from spending much time on the water with them. They are cruising around southern Tasmania for a couple of months so please if you come across them, say hello. Some club members may know Jerry Veitch, the skipper of the other cat, from his previous visits to the state.

Ian Johnston has recently returned from another trip westward, this time with a drone aboard. This was used to obtain aerial photographs of anchorages to cross reference with charts and provide very valuable orientation images of the anchorages. Potentially he may be able to spot dangers that are not charted. (Thanks for the cover photo.) Mike Riley on *Thor* does something similar with a chart plotter and depth sounder that he carries on his tender. He performs a quick survey by motoring around an area of interest then downloads the data he obtains onto his main plotter. He says this is very useful around coral bommies and uncharted rocks. Modern technology truly is quite amazing.

Christian

Commodore's Report



My cruise to New Zealand on board *Rusalka* was most enjoyable: ten relatively quiet days from Hobart to Nelson then four days in Nelson Marina sitting out what the local newspaper described as the worst storm ever experienced in Nelson. A quick trip to Torrent Bay and Fisherman Island in the Abel Tasman National Park (29°C in the water!) before heading east to Pelorus Sound then Queen Charlotte Sound. *Rusalka* made good use of the combined clubs moorings in the Marlborough Sounds area: three yacht clubs have pooled their resources to offer members nearly 100 cruising moorings throughout the Sounds. The majority of moorings have 5-tonne blocks; rafting is allowed, in fact, must be offered by the first to pick up a mooring. A maximum of 5 boats or 35 tonnes total displacement is the capacity of these moorings. Smaller moorings have 2-tonne blocks and are limited to one boat.

Thanks to all of the cruise leaders and office-bearers who are carrying the load of the busy summer season. From what I have heard and read, many members have been extending their horizons while others are re-visiting favourite anchorages.

Thanks to the efforts of Geoff Fenton and David Bobo (volunteer caretaker at Melaleuca), the damaged water tank at Claytons Corner has been repaired. The tank had a substantial crack in its base, thought to have been caused by 'by localised pressure from a rhododendron root'. This is the tank that feeds the water tap on the jetty, which has been a very popular spot for visiting cruisers to top up their water tanks. For the past few years it has been unreliable with the tank often empty. Thanks to Geoff and David's efforts, the tank is now holding water again. *Juliet* is heading to Port Davey after the March General Meeting, so I'll report back on the water availability.

Andrew

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

Vice Commodore's Report



After a great circumnavigation of the Tasman Peninsula with 8 yachts, we are now in midst of preparing ourselves for a 6-7 week extended cruise. It will be the longest cruise we have been on *Tahiti* since we purchased her. We are preparing to de-pickle the water maker, rumbling through all storage compartments and checking the weight on *Tahiti*. Regular maintenance is completed and most checks done. The nuances of provisioning for 2-3 weeks in a isolated area and my desire for greens and fresh produce has made me research the latest options . I've been updating my knowledge on the edible local shore plants to make salads and fruit supplements (when outside of National Parks of course) as well as growing sprouts and other greens on board as we go. Storing greens this far south is at least easier than in Queensland.

I am also excited about finally getting a heater!!! We have also purchased some other electronic devices to make life easier on the voyage. I am really looking forward to some longer sailing passages, the promise of amazing scenery, the good company of course and the challenges that sailing in our seas present. I love nothing more than being on the helm, with the wind blowing around me, music playing, full sails out and just flying along. After all it's cruising which is why we bought our boat and we intend to head off north as soon as my better half can retire.

I look forward to hearing the findings from submissions into the expansion of fish farming into Storm Bay. I know the joint submission from several major yacht clubs in the Derwent was extremely well presented and thoroughly thought through. Sensible cooperation by all stakeholders is the key in this debate.

Our club is a cruising club and we are in the peak cruising time for this season. This year there are lots of members offering and organising cruises. So I would like to encourage you to have a look at what is on offer on the web site (the original list is out of date) and join any of the cruises on offer that tickle your fancy. We have cruises to the South East Coast (already started), a weekend cruise into Norfolk Bay, a cruise to Port Davey, an Easter East Coast Cruise and the New Norfolk Autumn Cruise all coming up over the next few months. There has been some debate about registering for a cruise. I am communicating with a member who is coordinating a cruise for the first time. We are a club that supports all levels of experience. We all cruise for different reasons but as a coordinator its always nice to know who might turn up. Registering is a very easy step on the new website. It is most likely they will cancel if no one registers rather go on their own.

For those who like to help keep our coastlines clean, we are registered for a Clean Up Australia Day cruise on the 19-22 May. I have already got the clean up bags and will distribute these on the clean up weekend. The Kingborough council has been in contact and waste and recycling is

organised for collection. It's great to see the registrations coming in for this event already. There will be a BBQ on the weekend to get to know each other better.

On behalf of our club, I would like to thank all of the members who have already led cruises for this summer and to those about to head off on a cruise. It's great to see so many people offering to do this on behalf of the club. Safe travels.

[facebook](#) - Closed Group

As of Feb 24: 114 CYCT members joined.

In February 6 new members were approved into the group and 6 non-members were refused entry and redirected to the public page and new website for membership.

Some members' photos have been transferred from the closed FB group and used on the Club website, without specific knowledge or in some cases permission. Whilst they have been uploaded into the members-only section, some have expressed concern over their right and others to privacy. It is also noted that the use of the watermark C is now appearing on photos in the closed FB group posts. (The copyright ownership always lies with the owner of that photograph no matter whether they have a copyright mark or not). Facebook Admin recommends that the photograph owner adds photos to the website, and that permission should be sought if a third party is using other member's photos. This is in keeping with the current practice for *Albatross*, where members submit their photos for publication and the ownership is attributed to the photographer, and the Public Facebook Page, where permission to publish is sought and members can choose anonymity if desired. It is easy to accommodate all.

[facebook](#) - Public Group

The Public FB group continues to be followed by more local people who have heard of the page and are redirected to the new website. Currently 135 like the page and 139 follow the page.

Phil Garlick posted a photo of the yacht *Sorcerer* in our closed FB group after it was rescued by Darryl Ridgeway. Phil then gave Admin permission to put the post on our public FB page. Within a few hours we found the owner, who then made contact with the club.

Darryl Ridgeway is to be commended for rescuing the yacht when it was drifting in the Channel. Several members supported the process of finding the owner, so well done to all involved. At the time of writing 1495 people had viewed this post. Ian Johnston's photo from the south coast was also popular with 129 people liking it within a few days of posting.

Sheenagh

Rear Commodore's Report



As reported elsewhere in this edition, our second “on the water” meeting was held in Norfolk Bay on 3 February and was voted a success by all who attended. It was scheduled for that particular weekend so that those who were completing the Tasman Peninsula circumnavigation could attend, as well as those who travelled to Norfolk Bay for a few days. The final location (Monk Bay, near Lime Bay) was determined by the vagaries of the wind, but it was a beautiful spot and enjoyed by all.

We will now resume our meetings at the DSS, so we look forward to seeing you there on Tuesday 6 March, to hear our guest speaker, Dr Mike Double from the Australian Marine Mammal Centre, speak about his field work with whales in the Antarctic Peninsula region.

Please put in your diaries, too, our meeting at the DSS on Tuesday 3 April. Guest speaker details for this meeting will be available shortly.

We are aware that quite a few Club members will be away on cruises at the time of the March and April meetings, so we encourage those who are not on those cruises to attend.

Lyn Peach

Membership Officer's Report



Our numbers are increasing with latest member stats showing: Full Primary 132; Life 4; Single 29; Social 8. New members pending 7; Children 5. This gives a grand total, including spouses, of 316 people. We are going to need a larger venue if all start attending monthly meetings and cruises. Maybe a nice problem to have. We have 163 boats currently on our register, which collectively gives us all some serious bargaining power on our many bits and pieces that we all need (more later on this).

Our last Monk Bay general meeting was well attended with 15 boats and 27 members. One new member burgee presentation was made to Mick and Anne Way. Also attending as prospective new members were Leigh Cooper and Teamjid Hays off *Feeling Swell*. It was really great to see a number of members make the effort to attend with their boat just for the day. It was a long trip and showed real commitment. Of particular note was the extra effort that Chris and Wendy Le Cornu made to attend. They arrived from Nth Queensland on their yacht *Golden Dream* after eight months cruising: that's dedication!!!!

We have two new member applications for this month and hopefully seven new member introductions and burgee presentations at our DSS March meeting.

We have always encouraged new members to write a short introduction about themselves for inclusion in the *Albatross*. If you have not already done so please try. You may be surprised how much more you have in common with other members. When I joined I discovered I had sailed with some members in dinghies over 50 years ago, and still recognizable.

Richard Taylor *Easting Down*

Women on Boats – February 2018

Nineteen women turned up on Tuesday night to launch the 2018 programme. The topic of the session was "Man Overboard". While there was discussion about actions to take in the event of a MOB, equipment to use and preventative measures, the takeaway message was "Don't go overboard in the first place!". In the audience were a number of highly experienced sailors, some of whom had MOB stories to tell, including a recent incident at anchor that led to a review of equipment and where it was located onboard.

Suggestions were offered on boat handling techniques to practice and "practice" is the advice. Throw a life ring or a cockpit cushion over on your next trip and see how the crew responds. Then formulate a plan to deal with a real-life situation.

The 2018 calendar will be emailed to WoBs, based on suggestions from members. As usual there are requests for a huge range of subjects and for both theory and practical sessions. Tracey Taylor has volunteered to work with Kim as coordinator for the coming year and we have a growing number of very experienced women offering their expertise.

Any women wanting to join us for our monthly get-togethers or for the meal afterwards are very welcome, whether CYCT members or not (we are pretty good at recruiting!). So pass the word and contact Tracey at tracey@flourishaccommodation.com.au

WoBs and CYCT stalwart Julie Marsaban-Stirling has just undergone major surgery in Melbourne and there will be a long recovery. Julie and Mike are in our thoughts.

Kim Brewer

Tasman Peninsula Circumnavigation 28 Jan – 3 Feb

Sheenagh Neill

On the 28 Jan 2018, after the Tasman Regatta at Nubeena, just 8 of the original 14 registered CYCT boats took off from White Beach at 1000 hrs. Some of the original participants elected to go the other way into Norfolk Bay and spend time there in more sheltered waters. Damian Killalea (*Close Encounters*) was the last to depart as he had to pick up a passenger from the caravan park – a young Frenchman from Marseilles called Juan who was keen for a brief nautical adventure. With a lovely reach in a strong consistent breeze we all sailed happily between Wedge Island and along past Shipstern Bluff to Cape Raoul where things got a little flukey.



Perfect conditions off Cape Raoul (image Christian Narkowicz)

The wind completely died out for 5 minutes then did a 180 degree shift! It settled in as a growing breeze on the nose. Some of the fleet went out in search of settled breeze and others stayed in and took advantage of the flatter water to get past Mt Brown and into Port Arthur. Here the wind changed again into a strong NE with some gusts around 35 knots pushing Tahiti along at 12 knots, before a bit of furling.

The wind was hot and humid. This gave rise to an unusual cloud blanket over Tasman Island and Cape Pillar.



Tasman Island with cloud blanket (image Christian Narkowicz)

I am now doing weights to increase my strength. Fitness is just another essential on a sailing boat. I do love the speed, the wind whistling the boat purring and the excitement of it all - I never grow tired of it.

We all arrived after a great sail without any dramas. We decided to anchor at Ladies Bay which is my favourite place in Port Arthur bar Safety Cove. The 34°C heat encouraged most to jump off their boat and into the aqua blue clear (and warm) water for a group swim. So lovely after such a day at sea.



Swimming with Dina and Allan from *Trim* (image Christian Narkowicz)

There is a good feeling of elation sailing in company. Its the reason I joined this club. Not to meet up but to actually travel the journey, share the tales of wind shifts and dolphins, laughter, share frustrations and tales at the end of a good days' voyage. So after a rest it was sundowners on the beach with everyone and also the crew off a cat from Melbourne on its way home, *TwoToTango* whose crew became honorary Club members for a few days. Fire restrictions meant the BBQ was a portable gas number. Very convenient having the lightweight butane canister burners available.



Post BBQ drinks on a balmy night in Lady's Bay (image Christian Narkowicz)

Its always a good idea to have breaks on a extended cruise. It gives the everyone a rest and the time to explore. Port Arthur offers so many different things to do. There were a few hunter gathers in the fleet and they set about catching various creatures to supplement meals. Phil from *Cleo*, Christain from *Tahiti* and David from *White Rose I* were successful, and crayfish, abalone and squid were on the menu. Susan and David from *White Rose I* were lucky enough to experience Christain's cooking skills which are brilliant when fish is involved. On the menu were crayfish, sashimi abalone, followed by tempura style abalone and fish with home grown potatoes, tomatoes and Susan's salads! It's hard to go to restaurants when we have access to such wonderful fresh food straight from the sea.

Juan had a swim with us but then had to leave *Close Encounters* to go fruit picking, after what was a thrilling sail for him. According to Damian he was whooping and hollering coming up to Port Arthur. What a great memory he will take back to the factory in Marseilles where he works as an electrician.

The second day in Port Arthur saw a fresh SW change with showers and cool conditions. On the second night in Port Arthur we were all invited aboard *TwoToTango* for a social gathering. Irena was the perfect hostess, in the customary Polish fashion, bringing out plate after plate of things to eat. Damian, in his easy style, made good friends with them.



TwoToTango, *Stella* and *White Rose I* heading out of Port Arthur on a grey day (image Christian Narkowicz)

Tuesday 30th gave us a window to continue our travels and sail around to Fortescue. Whilst I know each skipper is responsible for their own boat I was aware 5 of the 8 boats hadn't been around the Tasman before. To me I wanted to ensure they felt comfortable and safe and had a

good opportunity to increase their sailing experience on their boat and enjoy the cliffs and scenery of the area. We left knowing it was going to be a bit lumpy with 20 knots of SW breeze, but the next day was going to be fierce. As an ex-racer we are used to setting all sails and going for it. It been a process to learn that as a short-handed cruiser it is better to set the sail amount depending on the anticipated wind. Lew Garnham shared a saying which I say to myself if in doubt: “A racer sets for the lowest forecast breeze and a cruiser sets for the gusts and comfort”.

Tahiti has a furling mainsail and headsail so we set our sails conservatively for comfort. Others choose to enjoy the scenery and motor sail with their heady out. It was the first time some had experienced confused swell conditions, current, a bit of wind and the stand up waves from tide and swell in the gap between Tasman Island and the mainland. Everyone did a great job and it was wonderful to see *Stella* sail beautifully near the cliffs of Cape Pillar dipping in the swell with Tracey and Barry clearly loving the coastline.



Stella (Tracey Taylor and Barry Strange) shooting through the gap (image Christian Narkowicz)

Cleo was first into Canoe Bay followed by all bar *Pacific Haven* which chose to anchor near the jetty. The large full moon meant that the low tide was very low. And canoe bay became a bit shallow. A couple of boats bottomed out on the mud when the tide bottomed out. Phil on *Cleo* had a good relaxed attitude which was sensible, “not much we can do we will move when the tide comes up” and move they did.



Trim and Cleo at the bottom of the tide just putting on a bit of heel (image Dina Jones)

We had two nights in Fortescue Bay: swimming, gathering for a BBQ, full moon watching, music, dancing and a few shenanigans went on. Some walked others went and accessed WIFI or showers near the campsite, others read and relaxed or repairs were done. Fridges/freezers failed, water problems started: all part of the cruise trip experience but none stopped this group from binding together laughing and having fun.

The blue moon was watched turn red by a few brave people around midnight when there was a break in the rainclouds. In the background “Dark Side of the Moon” played and then the returning clouds signalled time for bed before a sail up the coast to North Bay.

The swell on Wednesday looked ominous from Canoe Bay, looking like huge white-capped breakers, but most of it was far offshore and there must have been an optical illusion effect from sun and angle. So it was around 0930 that we all headed out. With full sails we headed up the coast. *Stella* headed in with *Trim* following to enjoy the cliffs and amazing geography the area presents. *White Rose I*, *Pacific Haven*, *Vailima*, *Cleo* and *Tahiti* all headed out to make Cape Surville. The wind was predominately from the west and for the unsuspecting Pirates Bay was challenging with gusts over 30 kts recorded by some. The protection of the bays around Cape Surville and High Yellow Bluff gave a break to the squally conditions and allow those close enough time to relish in the beauty of mudstone with intrusions of dolerite. My geography lesson complete we sailed into North Bay and anchored off the beach near the track to Tasman's Monument which, after a rest, many of us decided to walk to.



Tasman's monument at the head of Monument Bay (image Christian Narkowicz)

The walk to the monument made me reflect on and silently honour our first people, and contemplate what it must have been like to live there in those times. The pydairrme clan that lived on the Tasman Peninsula were of the Oyster Bay or paredarmerme nation. It was the largest nation and mainly covered the south east coastal areas. I can't imagine the lifestyle or their

feelings as they saw more and more white people enter their land and watch the demise of their nations. Tasman's party never actually saw an aborigine in Tasmania. They thought they must have been giants because the notches cut into tree trunks for climbing them had a spacing of 5 feet.

Damien took the sea route around to the monument for which I am grateful as he was commandeered into giving me a lift back to the beach whilst the others walked it out.



Taking the easy option out of Monument Bay, in relaxed style (image Christian Narkowicz)

Stefan and Bronwyn did their own exploring before some of us met on the beach and watched a young police officer run the beach in what seemed no time. Damien came to her rescue and shot her up and over the growing waves on his tender and delivered her onto her boat. The new police launch *Cape Wickham* had ventured in for the night. They diligently checked our registrations and cray pots whilst we were on our walk but we are all good citizens and respect sustainable legal catching practices.

The last boat to get into North Bay was *Trim*. They had a lack of drive from their prop. Dina dived on it to discover that it was free of obstructions but the pitch was less than it should have been. This caused some consternation with the pending transit of Denison Canal the next day, at a maximum speed under power of less than 3 knots. Thankfully Stefan (*Vailima*) who is an experienced free diver was able to adjust the pitch and lock down the adjusting screw locknut before nightfall. Luckily the adjusting screw and locknut were still (only just) there.

In the meantime Julie and Phil from *Cleo* quickly picked up their cray pot and took off in response to a family issue, heading for the narrows, when the steering on *Cleo* failed. They dropped anchor and called for assistance. The crew from Cape Wickham launched their RIB and were able to assist and tow *Cleo* to Watsons Bay for the night. Phil is an amazingly calm

person and he was able to make a makeshift repair and get them onto the mooring at Dunalley where Darryl Ridgeway assisted with some repairs to get them home.



The fleet and some of the crew in North Bay (image Christian Narkowicz)

Back in North Bay Christian and David had once again ventured out fishing, this time into Marion Bay to catch a few king flathead and they were very successful! So fish and chips with Susan's salad were the last meal shared on the East Coast.

Friday morning saw sea mist around North Bay. Everyone lined up as planned to venture into the narrows. *Vailima* had some anchor/windlass issues, but she managed to catch us in time for a smooth transit. The swell was such that there were a few waves breaking on the bar close to the entrance but not enough put the first timers off or to have surfers take off next to you as we have had in the past. Everyone did a great job of getting through and I felt both elated at their accomplishments and a bit flat because I knew our trip was fast approaching the last few nights. Phil's steering repair job didn't let *Cleo* down and we all went through smoothly. Many commented on how exhilarating going through as a group is.

As ex-racers go Damian takes the cake. In Norfolk Bay he tacked onto starboard and forced us to give way to him with a wry smile I'd seen before, whilst he sat and sipped a cuppa: I knew it was on. A pleasant 8-12 knots of breeze made for perfect all-sails-out tacking to windward. *Tahiti* took a chance on flat water and went inside of Smooth Island. The rest of the fleet went outside. I took every lift I could get and it paid off. We came out in front and were given a good run by *White Rose 1* and *Close Encounters*. There was some debate about the final destination but as we saw *Crown Venture* and *Westerley* at the western end of Cascade Bay, that became the obvious finishing place. We made our way in to anchor in a lovely little bay called Fergusons Bay. Elated by our last sail/race after, for some, their first narrows/canal transit we had shenanigans to the end! Lots of discussion ensued as to who had won but it didn't matter. What was important was we had all shared something on the water together and had lots of

fun. So it was a lovely ending to be invited onto *Crown Venture* for afternoon drinks. Thank you Mark and Russell.



A gaggle of tenders attached to *Crown Venture* (image Christian Narkowicz)

The group has bonded over our trip. We have all had a ball and most importantly we have all learnt more about our boats and improved our sailing skills.

Sadly our group dispersed the next day, *Tahiti* having to leave early to resolve an unexpected dog-sitting issue. A great bunch of people to have a safe but exciting time on the water. Thank you to everyone who came along – let's do it again sometime soon.

Sheenagh Neill

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](#))

Norfolk Bay cruise and February General Meeting

Mark Stephenson

The weather gods upset plans to hold the meeting in glorious Sommers Bay, with south westerly winds forecast. These winds emanated from a 1029 HPa high pressure system which had been stationary in the Bight for about 5 days. So drizzle, rain, hail, blustery winds and mostly overcast days were the norm.

The Norfolk Bay fleet, rendezvoused with the Tasman Peninsula Circumnavigation fleet in preparation for the Saturday February 3rd General Meeting. The meeting's location was altered from Sommers to Lime Bay, where club boats were duly anchored well before meeting start time. However, an early shore party found that at low tide, a 200 metre walk from dinghy to the beach was required, so an executive decision was made to move the meeting to Monk Bay, a few miles south east and known to have easier beach access at low tide. With the usual happy attitude of members on show, a mass retrieval of anchors took place and a very tidy line of boats headed around the headland and anchored in Monk Bay. We wondered what the solo sailor arriving into Lime Bay must have thought we knew and he did not.

The south westerly wind was easing at this stage, with a forecast light south easterly, before the wind returning to the south west in the evening. So dinghies were loaded and headed ashore to unload and set up a table to enhance the formality of the meeting.

The Rear Commodore was acting as Secretary and sat behind this table to record events, and the Membership Officer as acting Chairman stood behind the table, with the Treasurer. The Webmaster was in attendance too, and an announcement was made by the Chairman that, due to so many committee members being absent, all for very good reasons, the committee meeting the next day could not reach a quorum, so it could not proceed.

The Chairman ran a very informative, quick paced and light hearted general meeting, and was pleased to see the minutes in the Albatross. The meeting finished at 1658, with the acting Commodore inviting all to enjoy in fellowship before a barbecue was to be lit.

The south east breeze had by now whipped up a fizz, and some anxious moments for the two rafted-up boats as they started to drag anchor slowly to the shore. As seen from the beach, the boats separated and made a gracious departure, to then try to re-anchor, unsuccessfully, so with the help of a willing shore party, the remainder of the boats' crews were dinghied out to their respective boats which were then moved around to shelter in Lime Bay.

After discovering that a wood fire was not possible in a conservation area on a fire ban day, despite being set at a lower level than high water and many metres from any combustible material, with the cool wind biting at our knees and other exposed bits, many members returned to their boats. Some boats remaining in Monk Bay and enjoying calm seas after sunset, and others moving around to Lime Bay, which is where they had started. A hardy few, unearthed some gas barbecue stoves and shared the facilities for a pleasant evening ashore.

Not noticed at the time was *Crown Venture* reducing the length of the dinghy painter by 5 metres by wrapping it tightly around the starboard propeller. Fortunately they had another engine and they moved around to Lime Bay. This is where they had started too. Please read elsewhere in this edition about storm force winds lashing the bay as 2 motor boats rafted up in white capped seas as the crew from *Close Encounters* dived through shark infested waters battling stingrays and strong currents to enable *Crown Venture* to once again head to sea without a squeak from the starboard propeller.

With more 10 – 20 knot south-westerly winds forecast, many boats made an early departure on Sunday for their home ports. It should be recorded that the 'on the water' meeting attracted boats from the Tasman Peninsula Circumnavigation cruise, the boats cruising in Norfolk Bay, with *Golden Dream* delaying their return home after 7 months away so they could join in. The fleet in attendance were: *Easting Down*, *Willyama*, *Westerly*, *Pacific Haven*, *Crown Venture*, *Golden Dream*, *Westwind of Kettering*, *Close Encounters*, *Leonore II*, *Trim*, *Brite Star*, *Sheokee*, *Entourage*, *Feeling Swell*.

Crown Venture's Painter Adventure

Mark Stephenson

We returned to *Crown Venture* after the general meeting ashore in Monk Bay, to see our boat closer to the rocky shore than I liked, after the wind had moved around to the South East and increased more than I expected. I admit to being in a rush in unloading the dinghy, starting the engines, and lifting the anchor. Sadly in this process, we became side on to the wind and waves, and whilst I was manoeuvring the boat to try to keep the bow over the anchor, the 5 metre long floating dinghy painter was caught by the starboard propeller, wrapped around it and the shaft, and stalled the engine. Realising what had happened I ran to the stern, grabbed a boat hook and lifted what was now a very short painter out of the water and secured it to a cleat. Then back to the controls, trying the starboard engine again, but finding it very unhappy in either forward or reverse, with a definite squeaking sound either way.

Being port side onto the wind and waves, I did wonder how I could head to port with only the port engine pushing us forward. I have been using both engines, one in forward and the other in reverse, and using a few revs in windy conditions, as *Crown Venture* is quite a big girl to turn around, but now this was a new experience for me with only one engine operable. Seeing *TILT* was not that far away, I thought of going around her, but there was shallower water behind, but after only a few seconds in forward gear, I found there was steerage and I was able to head to port. A few sighs of relief from skipper and crew, as we headed around to Lime Bay, albeit slower than usual. Whilst I was prepared to dive under and check, I had no wetsuit and am used to swimming in the spa at home set at 31 degrees, so quite a whimper when it comes to getting into the cold sea. After anchoring and a wee dram, and putting out a message, and pondering what to do, a volunteer in the form of Damian from *Close Encounters* offered to check out our dilemma in the morning.

I also invited the ever-knowledgeable Tony from *Westwind of Kettering* along to share in the experience. As I discovered, every person I've spoken to since has a story of getting something caught around the propeller. I was not unique at all!

As I woke at 0500 and the brain started churning about how the day would proceed, I imagined the morning breaking as a grey dull day, with strong winds from the SWW, rain squalls, white caps in the bay, boats veering heavily in the wind and tugging on their anchor lines, thunder and lightning around us, and then seeing sharks swimming alongside the boat looking so hungry, with huge eagles soaring overhead searching for their lunch. Could this happen?

Around 0900, with the two volunteers aboard, a decision was made to move our boat closer to shore and into shallower water, using the sand to reflect light under the hull, rather than the darker scene with weed below, where we were. Damian, all suited up and with snorkel and face mask, dived down 5 times reporting massive entanglement and was only able to remove a small portion of the wrapped yellow line before a shark snatched the line out of his hands. Could the yellow line have been more interesting than a wet suited man? So a decision was made to bring in the big equipment. Tony returned to *Westwind of Kettering*, lifted anchor and very skillfully, in the perhaps 35 knot winds, brought his motor cruiser alongside *Crown Venture* and rafted up. Then, using his crane, lifted the air compressor off the top deck and placed it on the duckboard of our boat. Remember there were 2 metre waves in the anchorage at this time. And then Tony became WonderMan with his wetsuit and a yellow air line to his breathing apparatus. I



Unloading the dive compressor (image Mark Stephenson)

wondered how safe he would be, now realising the sharks circling the boats were attracted to yellow. But - down he went. In only minutes Tony reappeared with 5 metres of yellow line in hand and a smile on his face. Quickly we brought the yellow line aboard before a feeding frenzy of great white sharks could happen around us. But then Tony dived again!! This time to check if any damage had been caused to the propeller, bearings or the shaft. Fortunately nothing was found, and he was helped aboard, safe onto his boat, to breathe more easily and could then start to relax after such a terrifying time in the water.

Strong espresso coffees and dark chocolate Tim Tams were then provided to all involved, to raise sugar levels and warm all aboard. Despite wind and wave size increasing, Tony mastered his ship away from *Crown Venture* and headed on his way further into Norfolk Bay for more adventures. Damian, who had delayed his departure to help us, set off for Hobart a few hours later than expected.



Damian and Tony with the offending painter remains (image Mark Stephenson)

Whilst I may have used, perhaps, a small amount of artistic license in writing this report, (only to catch your attention to an event that isn't that unusual), I want to record my appreciation for the way club members responded to our call for help. Yes, I could have dived on the propeller to release the line, or motored back to Hobart on one engine and hauled out to remove and check things out, yet the positive response to my situation was so reassuring I could only accept the help of people who knew far more than me, and were far more experienced.

A big THANK YOU to Damian and Tony.

We also headed off into Norfolk Bay, without a squeak from the starboard engine, but squeaks of happiness from the crew of *Crown Venture*!

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When is a banana not a banana?

All sailors know of the taboo of having Bananas on board a sailing vessel. But,

When is a Banana not a Banana?

Venturing out for a day cruise on a mindless kind of day and grabbing lunch on the way, it was not until we were on board and preparing a cuppa that this question arose. (i.e. amongst the female crew down in the galley). The reason being that the cake to be consumed was a Chocolate **Banana** Cake!

Just as the lid of the cake container was opened and the knife raised for the slicing (the question not yet having a definite response) there came a call from above. "We've got a problem on deck" and to crew "Head her into the wind!" We had been enjoying a sail in a stiff 20 knot breeze, under head-sail (no main) when the whole sail completely collapsed. It had come down having separated from the Halyard and was flapping over the side. Promptly the cake lid was sealed and it was "all hands on deck".

Well you could also ask, "When is a knot not a knot?" Not wanting to make excuses at all but it seems that old knots do not necessarily hold well with new rope surfaces. No more on that line.

With sail tucked away and mainsail set (now our source of power) that cuppa and cake was finally consumed. The skipper gratefully complimenting the cook on how delectable it was.

Homeward bound and preparations for berthing in the marina were underway with consideration to stronger winds now posing a small challenge. Suddenly concern was expressed that "someone" had forgotten to ready the line for catching when making the approach. Plans hastily made for "someone" to jump off (but not too soon) and armed with fending poles (just in case). Thankfully due to long legs and a push and a shove with the fenders contact with other sailing vessels was averted!

Well, it might have been just one of those days but you should well ask,

When is a Banana not a Banana?

(The writer of the story prefers to remain anonymous)

(Amen)

New Members

APPLICATIONS FOR MEMBERSHIP***Bliss***

Janine and James Crotty

Trey-de-mayo

Daniel Mountford

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

WELCOME TO NEW MEMBERS***Feeling Swell***

Leigh Cooper and Teamjid Haye

Dreamtime of Hobart

Chris Heath and Judy Clarke

Atmosphere

Donald Douglas and Megan Smith

Lahara

Dean and Kathryn Johnson

Leonora II

Michael and Anne Way

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.

Minutes of General Meeting held at Monk Bay on 03 February 2017

Opening

The Acting Commodore Richard Taylor chaired the meeting, which opened at 4.40 pm.

Attendance and Apologies**Attendees**

Gordon and Janet Armstrong, Ian and Chris Barwick, Alan Braddock and Dinah Jones, William and Judith de la Mare, Leigh Cooper and Jid Haye, Chris and Wendy Le Cornu, Damian Killalea, Bill MacDonald and Janne Gorman, Ian and Julie Macdonald, Paul and Allison Peacock, Mark Stephenson and Russell Wither, Tony and Lyn Peach, Richard and Shona Taylor, Michael and Anne Way

Apologies

Andrew and Judy Boon, Jeff and Michelle Caldwell, Stefan Eberhard and Bronwen Prazak, Phil and Julie Garlick, Lew and Liz Garnham, Ottmar and Elizabeth Helm, Barry and Margaret Jones, Sheenagh Neill and Christian Narkowicz, Brian Parkinson, Barry Strange and Tracey Taylor, David Webb and Susan Tuma

Minutes of the last General Meeting held on 9 December 2017

It was moved Ian Barwick, seconded Paul Peacock that the Minutes of the meeting held on 9 December 2017 be signed as a true record of the meeting.

Carried.

Business Arising from those Minutes

Nil

Introduction of New Members and Presentation of Burgees

Mike and Anne Way (*Leonora II*) were welcomed by the Chairman as new members to the Club and presented with their burgee. Leigh Cooper and Jid Haye (soon to be new members) were also welcomed to the meeting.

Rear Commodore's Report – Lyn Peach

The Rear Commodore thanked everyone for attending the Club's first meeting in Norfolk Bay and advised that in March, General Meetings will resume at the Derwent Sailing Squadron on the first Tuesday of each month. Lyn also advised that the Guest Speaker at the meeting scheduled for 6 March will be Dr Mike Double from the Australian Marine Mammal Centre, Australian Antarctic Division, who will speak about his research on whales in the Antarctic Peninsula region.

Treasurer's Report – Shona Taylor

The Treasurer advised that the Club's financial situation was strong, with the largest recent expenses being the purchase of the Club Banner and the setting up of the new website.

Vice Commodore, Commodore, Women on Boats Reports

There were no reports as those members were absent.

Webmaster

The Webmaster reported that many members have never logged onto the new website, and he encouraged all members to use it frequently as it is now a very important tool for dissemination of Club information.

Membership Officer

The Membership Officer reported that the Club now has a total of 313 members (167 boats). This includes 4 Life members, 8 Social members and 2 pending memberships.

Any Other Business

The Membership Officer asked to receive any feedback on the new Membership Directory.

The matter of holding meetings "on the water" – ie, away from the DSS – was raised. The meeting was advised that this matter is still under discussion by the Committee, but it had been decided that, in future, meetings away from the DSS would not be run consecutively. One option under consideration was holding the June meeting at Kermadie, prior to the June long weekend dinner.

A member asked did the Club have any role in the matter of preserving Tasmania's waterways. The Chairman advised that the Club has no Mission Statement on that as it does not get involved in political issues, but many members belonged to different outside groups that were actively working on keeping our waterways clean and safe. The Webmaster advised that the Club website has a Fish Farm group under "Forums" and asked members to use that Forum to express their views, particularly in relation to fish farms.

It was agreed that a Club Mission Statement should focus only on positive matters and not contain negative comments in relation to, for example, fish farms.

Next Meeting

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday, 6 March at 7.30 pm.

Close

The formal meeting closed at 4.58 pm



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