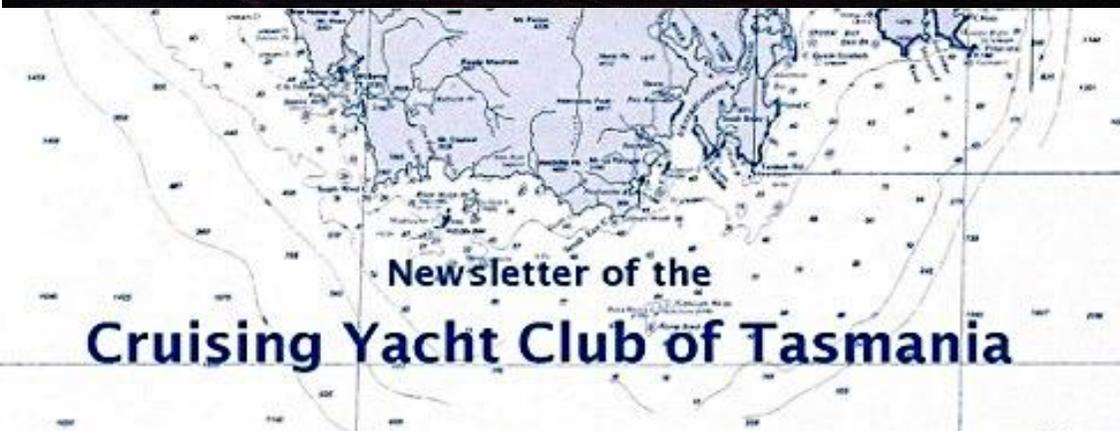




Albatross

Volume 45 No.7 July 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore			
Richard Taylor	0407 441 254		<i>Easting Down</i>
Vice Commodore			
Greg Hitchens	0431 567 776		<i>Mystic</i>
Rear Commodore			
David Bowker	0418 136 493		<i>Duet</i>
Treasurer			
Shona Taylor	0403 249 529		<i>Easting Down</i>
Secretary			
Lyn Peach	6229 4850		<i>Westwind of Kettering</i>
Editor <i>Albatross</i>			
Fiona Tuxen	0419 550 118		<i>Ocean Swan</i>
Committee			
Chris Le Cornu	0409 639 215		<i>Golden Dream</i>
Lew Garnham	0417 589 008		<i>Minerva</i>
Membership Officer			
David Mitchell	0419 565 786		
Warden			
Chris Creese	0400 520 588		<i>Neptune</i>
Webmaster			
Tony Peach	0419 383875		<i>Westwind of Kettering</i>
Quartermaster			
Elizabeth Helm	6229 3932		<i>Intrepid</i>

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer

**Send all material for publication in *Albatross* to the editor - editor@cyct.org.au.
The normal deadline for publication is 19th of the month prior to issue.
Negotiation with the editor may be possible**

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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. 33

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

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

CYCT CALENDAR	
<u>July</u>	
Tues 2nd	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Focus topic "Future Directions for CYCT - come and have your say!" Facilitated by Janne Gorman and the CYCT Planning Group - see executive summary inside this Albatross
Mon 8th	WOB Meeting RYCT – 6pm
Sat 13th	Ladies Choice
Tues 16th	Committee Meeting @ RYCT 7.30pm
Tues 25th	Winter Forum – Types of Ropes Ben King
<u>August</u>	
Tues 6th	CYCT General Meeting @ RYCT 7.30pm
Sat 10th	Rabbit Island Cruise
Mon 12th	WOB Meeting RYCT @ 6pm
Tues 20th	Committee Meeting @ RYCT 7pm
Mon 29th	Winter Forum

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



Firstly, I would like to apologies to Daun Morris for the mis-spelling of her name.

The Kermandie/Franklin June Queens Birth Cruise was a great success with a superb turn out at Dean Marks Boat shed, as the photo below shows. Dean was a wonderful host and provided a wonderful meal. I would also like to thank our contributors.

Look forward to the August Edition as I have been promised some articles and photos from a summer in Europe and beyond.



Dean Marks Boat Shed

Commodore's Report



The main reason I am sure that we joined our club and maintain our membership is to have fun on and off the water in our many types of boats and watercraft and enjoy the company of other club members who share the same interests and values.

We are a non-political club and receive no significant support or favour from any other Institutions, businesses or beneficiaries, we pay our own way! Let's hope that enjoyment and boating are the main reasons we are here and that our club can continue to provide those benefits.

Our June guest speaker Captain Sarah Parry gave a very interesting talk on the training ship "Windward Bound". Her involvement and her vision to build the ship over a twenty-year period was certainly an enormous project, her passion was very obvious with

her statement, " nothing happens till you start"

During her presentation she omitted to mention that

"The Windward Bound Trust has been a Registered Charity with the Australian Tax Office (ATO) since 1999, and Australian Charities and Not-for-profits Commission (ACNC) since its inception. The Trust has a Board of Trustees and a volunteer Advisory and Management Board with a wide range of successful business experience."

I mentioned in our last edition of the Albatross and at our last general meeting that our September Annual dinner planned for September the seventh at the RYCT would be attracting a guest speaker of significance.

Our speaker has been awarded, and achieved,

The OAM

2011 Young Australian of the year

Medal of the Order of Australia.

210 days at sea alone

Sailed 21,600 miles singlehanded global circumnavigation.

16 years old.

Of course, you may have guessed it, Miss Jessica Watson is our guest speaker.

I met Jessica when I helped build her boat when I lived in Queensland, we spent many months together along with a small group of volunteers understanding her youthful stubbornness and perseverance, it was with significant trepidation when I watched her leave Sydney Harbour. The rest I am sure you know and will agree with me that, her dream, her achievement, her modesty, is certainly inspirational for the youth of today, and all of us,

Early booking by using our website is essential for this special occasion, we are giving plenty of notice now to our members to book early and if we have the seating capacity, we will open to members from the RYCT. Any question's or difficulty please contact our Rear Commodore David Bowker.

More details of the dinner will follow in this edition.

At our next general meeting in July instead of a guest speaker we are holding a special session on the future direction of our club.

You will be aware of a strategic planning survey that you were invited to participate in. It has been prepared and summarised by a small group of club members who have spent significant time to plan for our future. The results and any further additions or ideas that will be discussed during this session will be consolidated so that a firm direction of the clubs future can be decided upon, please come along and have your final say, whether you completed the survey or not.

This of course is an important time in our club's future.

Our Annual June long weekend club cruise to the Kermadie/Franklin event was a roaring success with fifty five plus at Dean Marks boat building shed , albeit a bit squeasie, where he provided a selection of good old fashioned camp oven roasts cooked in hot coals along with salads and desserts supplied by members .

The next day a slow meander up the Huon river to Franklin where we all enjoyed a traditional "sit down in the shed " three course meal provided by the Wooden Boat Trust.

And of the course the traditional afternoon tea and cake aboard the HMAS Serenade sponsored by the Watson family, always a great family contribution.

Our Women on Boats forum group within our club is growing stronger, good to see that the group are enjoying what it obviously needed, I believe their Male guest speakers are signed to secrecy.

Thanks to Tracey Taylor, Janne Gorman and Sally Scofield for their organisation and enthusiasm.

Again at our last general meeting we had more new members joining our club, please make them welcome, when you read their introductory articles in our Albatross you appreciate their passion and reason for joining us, I am sure we can all learn something from them.

Please wear your new name tags, it is easier to remember a name when you can read it, and don't forget your glasses!

I must take this opportunity to thank our hard-working committees, everything we see, read and do is organised by someone. I am sure they think at times that it is a thankless task but when you look at the enthusiasm in the club and events that are so well patronised it makes it all worth it.

I won't be chairing the next July meeting as my five grandchildren have decided that taking me to Fiji is better for my health, I agreed with them.

Our Rear Commodore David Bowker will hold the ship together, so please be on your best behaviour and be kind to him!

I would like to thank all Albatross contributors and authors for your great articles and a bumper edition .

Remember, "More fun, less work"

Richard Taylor



Members enjoying BBQ at Dean Marks Boat Shed

Vice Commodore's Report



The weather slowly gets colder, and we continue to enjoy great cruising. The recent Kermandie and Franklin Cruise was well attended by 22 boats and several Hiluxs. It's great to see members getting out there all year round and enjoying just being out on the boat. What could be better? There will be a separate report in the Albatross on this cruise.

Our next cruise is to Dark Mofo where we have twelve boats registered, and I have my fingers crossed that my carefully crafted docking plan will work and that there will be no surprises with extra public boats there.

Our July cruise is a bit up in the air as write this as I have been a bit occupied with Franklin and Dark Mofo and not given it the attention that it deserves. Bev and I will be away, so I am looking for a coordinator. Given the short days, the cruise needs to be accessible from Hobart and the upper Channel. Please contact me if you can help out.

Our August cruise will be to Rabbit Island in Port Esperance. Tolly and Josephine Jaworsky have volunteered their shack on Hopetoun Beach for a BYOE BBQ on the Saturday evening. We also plan a dinghy safari up the Esperance River, I am really looking forward to it!

There are still slots available to take your boat to the Annual Dinner at the RYCT. The guest speaker is revealed elsewhere in this edition of The Albatross. Get in soon as these berths won't last.

I am beginning to work on the calendar for the remainder of this year on the assumption that whoever is elected as VC will forgive me for being so presumptuous. At this stage I am thinking that the Combined Clubs Opening Day, Norfolk Bay based around Hobart Show Day, the East Coast Cruise (set for March and respecting tides at Dunalley), the Autumn Festival at New Norfolk and the Kermandie/Franklin Cruises are fixed. Clearly long weekends such as Australia Day and Easter will always warrant something special. Give it some thought and let me know what you would like to see.

Cruising the Huon I June Long weekend Cruise Report

What do you do when the marina is full, the pub is closed and you have 22 boats that want to be there? You turn to the wonderful community that is the boating community for solutions, that's what.

The annual June long weekend cruise up the Huon River to Kermandie and Franklin is always very popular. This year it was looking in doubt. Commodore Richard and I decide that we needed to take a drive down to Kermandie and see what we could work out. This is where the community stepped in. Yes the Marina was full and the pub closed, but Tom had no problem with us making use of the floating marina arms to tie up our dinghies and to get ashore safely. Dean Marks thought it was a great idea for him to host a BBQ in his workshop. Not only that, he would organise the meat and some root vegetables and cook the lot for us. All just because he wanted to.

Fortunately the Franklin dinner at the Living Boat Trust was a lot more straightforward with Kate showing her usual efficiency in accommodating 56 guests for dinner.

The weather also played along quite nicely. Although Saturday morning was quite cool (we were past Gordon by the time we finally saw the last of the ice on the windows of Mystic), we had relatively mild and quite calm conditions.



When we arrived at about 12:30 on Saturday there were already half a dozen boats in Hospital Bay at Port Huon. During the course of the afternoon the number grew to 22 boats, and by 4pm everybody was ready to head ashore. As it is a reasonably long dinghy ride and limited room to tie up safely we wanted to manage things a little and had people meet off the entrance to the channel

where they then went off in waves.

When we arrived ashore, members and guests quickly found a very warm and welcoming space in which to spread out some delightful nibbles and share a glass. There were planks and saw horses as dining tables along with work benches and whatever other horizontal spaces a

workshop can provide. Dean was well into the cooking using some fire pits that he dug out the back of the workshop. When the great salads and savoury dishes that members contributed



were layed out, Dean brought in camp ovens full of perfectly cooked beef, lamb, chicken and roast vegetables. This was followed by yummy desserts that were provided by boats L-Z.

To ensure that everybody got back safely, we went back to the boats as one group with people making sure that their neighbours got back onto their boats safely before turning in for a quiet night. Thanks to Serenade, Easting Down and Yaraandoo II for providing additional

dinghy support on both the way in and way out.

As high tide was early afternoon on Sunday, there was no rush to head up to Franklin and boats started leaving at around 10:00. We left at about 12:30 and had a very easy trip up this glorious river to Franklin where we joined the rest of the fleet sitting quietly at anchor.

After a walk for the dog, it was time to head over to Serenade for pre-dinner drinks. Serenade was kindly offered Yukon's berth as Yukon was up on the hard, and David and Kate graciously offered to have us onboard for drinks prior to our dinner at the Living Boat Trust.

The Living Boat Trust provide the usual warm welcome, although they had quite a few members away at a St Ayles skiff regatta in Scotland. Kate Hoorweg and her crew provided a sumptuous feast on what turned out to be Kate's birthday. Thanks for sharing your birthday with us Kate.

Monday morning dawned with occasional light rain and the promise of strong Northerly and Westerly winds down in the D'Entrecasteaux Channel. Despite low water being just after 07:30, boats began leaving from a little after 08:00 to try and beat the weather. Despite a bit of 'friction' here and there for the deeper boats, everybody made it down river with little problem. We decided to leave a little later and spend the night at Port Huon again before venturing back on Tuesday. We enjoyed a very peaceful night and a mostly (read except for the Gordon Triangle and the Woodbridge Funnel) quiet trip back to Kettering.

	Jun	June	July	August	September				
Mon			1						
Tues			General Mtg	2					
Wed	1			3					
Thurs	2			4	1				
Fri	3			5	2				
SATURDAY	4	1	6	3					
SUNDAY	5	2	7	4	1				
Mon	6	3	8	5	2				
Tues	7	General Mtg	4	9	General Mtg	6	Annual General Mt	3	
Wed	8		5	10	7		4		
Thurs	9		6	11	8		5		
Fri	10	Huon River	7	12	9		6		
SATURDAY	11	Kermandie /	8	Surprise	13	Rabbit Island	10	Annual	7
SUNDAY	12	Franklin	9	Cruise	14		11	Dinner	8
Mon	13	Cruise	10	15	12		9		
Tues	14		11	16	13		10		
Wed	15		12	17	14		11		
Thurs	16		13	18	15		12		
Fri	17		14	19	16		13		
SATURDAY	18	15	20	17	14				
SUNDAY	19	16	21	18	15				
Mon	20		17	22	19		16		
Tues	21		18	23	20		17		
Wed	22		19	24	21		18		
Thurs	23		20	25	22		19		
Fri	24		21	26	23		20		
SATURDAY	25	Dark	22	27	24	21			
SUNDAY	26	Mofa	23	28	25	22			
Mon	27		24	29	26		23		
Tues	28		25	30	27		24		
Wed	29		26	31	28		25		
Thurs	30		27		29		26		
Fri	31		28		30		27		
SATURDAY		29			31		28		
SUNDAY		30					29		
Mon							30		
Tues									

Public and School Holidays:

Queen's Birthday 10/6

School Holidays:
6-21/7

School Holidays:
28/9 – 13/10

Other Events:

14-23 Dark Mofa

Cruise Notes:

BBQ Hopetoun Beach
Dinghy trip up the Esperance river

Rear Commodore's Report



We have some exciting events coming up so make sure you come along to them. The July general meeting will be a session on setting some future directions for the CYCT. Your committee and the strategy group have been working on the best way to focus our efforts. Come along to the July meeting to hear what members said in the survey and have your input.

On 6 August Rob Pennicott will talk on "Follow your dreams" which is something he has certainly done.

In September we have the annual dinner which is at the RYCT for the first time. We have a very special speaker who will be announced soon, and the committee have decided to subsidise the meal for members so the cost will only be \$75. Non-members will pay \$100. This will include a welcome drink with canapes and a two-course dinner and, of course, a brilliant speaker. So put the date of 7 September in your diary NOW!!

Then, on 1 October at the General meeting we will have Andrew Denman who will give us a presentation on "Wooden Boat Construction and Renovation: Old methods and new technology".

Women on Boats – Presenter Ian Johnstone

Ian Johnston of *The Shank* fame was WOB's May presenter, on the topic of **anchoring**.

Follow up Story

A follow up from a recent talk about anchoring with Women on Boats and the benefits of Plan B during a sobering incident.

Firstly, a couple of small changes to the June Albatross report on the talk. The Delta anchor (and also the Bruce) is known as an anchor that can bury itself deeply into the sand or mud in severe conditions. Indeed, if you are sitting out a severe blow with a very long warp this can be a great advantage- you will not drag. The hassle of extracting a well dug in anchor can be worth the effort if you are confident that you won't drag. There are stories of boats not being able to recover their anchor after a cyclone. A snubber will not slow down yawing but having a long loop of chain hanging in the water between the chain hook and the anchor roller will. There is always a hole or metal saddle at the head of an anchor to enable a trip line to be attached. The trip line enables the anchor to be lifted out backwards if it fouls on something.

And a couple of extra thoughts.

Be adventurous with your anchoring, spend time in places that are seldom visited.

When you are cruising along a coastline, be willing to duck into anchorages that you don't plan to stay in, and just stop and drift (or hove to) -just to see somewhere new and interesting. If somewhere does take your fancy, do anchor for a while and catch a fish, have a cup of tea or explore by dinghy. You are cruising, you don't have to rush to your chosen overnight stay. When you are deciding where to anchor in an area new to you, circle around in the area before you deploy your anchor. That way you are aware of the nature and depth of the bottom. Make sure your anchor is well dug in, increase the scale of your GPS tracker and engage reverse and lay back on the anchor, (you can also put your hand on the chain and feel the anchor as it rumbles along the bottom and then suddenly goes silent as it digs in), the GPS will let you know when you have dug in. It important to maintain your craft (and crew) in a state of readiness if you start to drag, or the swell rises, or there is a wind change and you need to get out. Where will you go? Consider just sailing out to deep water and hove to; for some boat designs this is remarkably comfortable and safe even when there is a bit of a blow on. Also, in suitable craft, laying to a sea anchor can provide a reasonably comfortable way to sit out a blow or await dawn. In addition, running downwind towing a drogue will allow you to passage make during a gale, it is a very useful skill worth practicing and using. This is a great way to make a run back from Port Davey between a succession of cold fronts.

Stay for a while in a roly anchorage that gives you access to new areas to explore by dinghy or kayak. There are some mitigating actions to minimise rolling that I mentioned in the talk.

Occasionally when safe to do so, anchor in a way that may cause you to drag —just so it builds up your experience. You should also practice kedging to get yourself out of a sticky situation; if you really do run aground one day running out a kedged anchor may save the situation? (see the anecdote below).

Have a good compact book on seamanship always available and encourage your crew to read it. Practice your anchoring technique till you can work together in a smooth, drama free demonstration of good seamanship. And don't be afraid or embarrassed to make small errors of judgment —by these you learn. (see the anecdote below)

Stop for a while in the lee of an isolated rock or headland and turn the motor off, you may be surprised at how much better the ambience is and you can get some fabulous photos.

If cruising in company, stay close to, but outside the experienced cruise leader's course; you can still get spectacularly close to all sorts of places.

Always be prepared with a plan B, whether knowing how to get out of having a cray rope wrap around your prop or some other exciting event. Practice man overboard recovery by tossing in a float tied to a bucket and call man overboard, it is surprising how difficult it is to actually getting back to the float and it is even harder to work out how to get an exhausted person back on board. If you practice this vital skill you may save your partners life, your reward should be breakfast in bed for a whole year! Always have a sail ready to roll out and have your anchor ready to deploy.

Take pleasure in improving your seamanship every time you go cruising.

And now to a personal sobering moment and the benefit of a Plan B.

Participating in the Kermandie CYCT cruise, I was doing the 5-hour motor around to Port Huon solo. Conditions were ideal, the coastline was easy and familiar, and I saw it as an opportunity to complete half a dozen jobs some of which were below deck that had been put on the back burner.

Having completed tens of thousand miles solo using an autopilot I wasn't at all worried about being on my own.

I went over to Arch Rock to take a couple of photos then set a new course further up the river. My 40-year-old autopilot occasionally disengaged and veered off course, so I spent a couple of minutes checking that everything was going well, everything was sweet- relax-. Then I ducked down to the galley for a cup of tea and to check some wiring. I have a very strong habit of always checking the boat every 2 minutes the error I made was complacency, everything was too easy. If the weather or navigating was in any way challenging, I would have spent full time on deck. I was too busy with much on my mind, I lost the plot for a moment, somehow, I missed my usual 2-minute check cycle and when I came up on deck it was too late.

The autopilot had disengaged itself and was allowing the boat to veer to starboard.

When I got on to the deck the trees were above me and I was only able to slip the gear lever into neutral. BANG BANG Bang. I stopped for a moment and listened and thought, the only sound I had heard was of the heavy steel-clad stem reinforced by the massive blue gum keel bashing onto the rocks. There was no sound of damaged planking and the boat was upright with the bow about half a metre out of the water. "Juliene" is an incredibly strong durable boat with a full-length steel-clad shoe, that is how she survived the incident. The steep shoreline was a jumble of half metre boulders. I selected reverse and gave it full throttle, but there was no movement. I immediately went to plan B -- my much-practiced kedging operation.

I launched the dinghy and pulled it up alongside the wheelhouse. Up into the forepeak I grabbed the folding seaplane anchor, 10 metres of 6mm chain and 70 metres of nylon rope, dumped them on the deck, cut the ties off the rope and shackled everything together, I ran the end of the rope through a gap in the rail near the transom, through a fairlead block tied to the mast base and on to the anchor winch. I then put the anchor and chain into the dinghy and got in myself, unfolded the anchor and hung it part over the dinghy transom. Then I flaked the remaining rope into the dinghy and I quickly rowed out to the full extent of the warp and deployed the anchor. Back on the boat, I pulled on the kedge using the anchor winch until there was a noticeable reduction in diameter of the nylon rope (you need to be very careful if the big rubber band breaks). Then back to the wheelhouse and another burst of reverse and BOOING- we were off the bricks and safe.

Total time less than 10 minutes, a pleasing correction for a stupid mistake!

After a tidy up I continued with the voyage. Apart from a very small amount of movement between 2 planks on the topsides there appeared to be no damage apart from the massive blow to my ego. I copped a bit of 'polite' conversation at the social evening that night but, personally I was mortified for days.

Lessons learned: -

When conditions ease doesn't relax your vigilance.

Life is better and safer with a crew.

I am not as good a solo sailor as I was 30 years ago.

Don't assume you can do too many things at once; focus and enjoy the moment.

Will I stop what I am doing? No, but the experience will make me more focused on the task at hand and leave the lesser jobs to when I am at anchor.

Often the best way to learn is to benefit from the mistakes we make, rather than be defeated by them.

Hopefully this old salt can still learn a few new things.

Women on Boats. Ian Hughes from MAST presents - Tracey T

The WOB June meeting was both informative and inspiring in terms of emergency situations, lifejackets and more detailed information about cold water immersion from a renowned



presenter, Ian Hughes representing MAST. Along with many statistics, which highlight Tasmania as "The Maritime state", having the highest registration and ownership of recreational vessels, in Australia, the current information highlights that compulsory wearing of lifejackets has saved hundreds of lives since its inception in 1999.

We were shown how to check our life jackets components at home, details were given on servicing procedures, costs approx \$30-\$50. Ian then simulated an emergency inflation and gave us information with regard to how important the correct fit & the crotch strap is.....i.e a 70% increase in performance.

Cold water immersion and how it affects the body was discussed. The rule of 1:10:1 was highlighted. That is; one minute to get your breathing under control, to calm yourself:10 minutes to find yourself something to hold onto, to aid with floating or get yourself into a floating position that is as safe as possible to retain heat for as long as possible: one hour before it is imagined you will have hypothermia, perhaps losing consciousness.

We looked at Flares, current models and the new Laser Directional flares as well as Electronic Visual Distress signals. PLB's and AIS SART's. Advantages were highlighted.

WOB continues to be an inspiring and informative arena for educating our cruising yacht club ladies. Our next meeting in August will highlight information about Sails, Design & Sail trim, direct from the source, Lucy Lee from Doyles in Battery Point will be our presenter.

Meetings resume on the second Monday of the month at 6 pm at the Royal Yacht Club of Tasmania.

CYCT STRATEGIC PLANNING SURVEY 2019 – SUMMARY OF RESULTS

You have spoken and we are listening! Strategic Planning Survey results are in and on 2 July at 7:30 we will be presenting the results and discussing how to implement the findings. There has been a terrific response to the survey and the next step is to get your views on how to get the key ideas up and running. This will be a working meeting, and everyone will have a chance to have a say. If you didn't get around to doing the survey, that's fine – this is another chance to hear what others have said and to throw in your two bob's worth. Whether you joined the Club yesterday or many years ago, we would love to see you there.

"Future Directions for CYCT - come and have your say!" Facilitated by Janne Gorman and the CYCT Planning Group

The CYCT Strategic Planning Group (Gavan Adamson, David Bowker, Janne Gorman, Chris Le Cornu, Bill MacDonald, Shona Taylor)

The purpose of this survey was for the CYCT to get a better understanding of its membership and what people want from their Club membership and to use this data for planning purposes.

Survey population and responses

The CYCT had 355 members as of May 2019. Of these, 300 received an email invitation on 1/5/19 to complete the survey. 176 opened the email (58%); 55 failed/blocked or bounced; 124 unopened. A reminder email was sent on 27/5/19 which attracted a 55% open rate.

68 people completed the survey, a response rate of 23% (68/300). The number and quality of the responses to the survey reflect considerable interest and effort on the part of a significant number of members.

Full survey results are available through the CYCT website, with key findings summarized below.

Member profile

The majority of survey respondents are male (74%), with 26% female. In terms of gender balance, the club membership is 53% male and 47% female, so the survey response rate does not reflect that gender profile. It is predominantly men who join the club as 'primary' members, with their partners joining as 'secondary' members so perhaps women in the Club were just not as engaged or interested in the survey as the men.

Only one survey respondent is under 50 years of age. Given that owning a cruising boat is a costly business and going cruising requires time, this is not an unexpected result. Almost 60% of respondents are aged 66 or over and 75% of respondents nominated their availability for

cruising as 'either weekdays or weekends/public holidays'. It is notable, however, that approximately one quarter of respondents are available mostly on weekends/public holidays for cruising. The great majority of respondents own or co-own a cruising boat and live within a 30-minute commute of their boat. While the majority of respondents cited cruising as their main boating experience, a significant percentage also have racing experience.

Almost half the respondents classified themselves as 'experienced' or 'very experienced' in terms of boating knowledge and experience. This potentially gives the club a sizeable pool of cruise co-ordinators and mentors from which to draw.

Approximately 40% of respondents have been members of CYCT for 2 years or less; 47% have been members for 3-10 years and the remaining 13% have been members for 11 years or more. Retention of members therefore seems solid.

The top three reasons for people **joining** the Club are:

- cruising in company
- opportunity to share knowledge
- forums/presentations

It is interesting to note that the reasons people stay in the club are not quite the same as the reasons people joined in the first place.

The top three reasons for people **staying** in the club are:

- technical information sessions
- forums/presentations
- opportunity to share knowledge

'Cruising in company' is clearly a major factor in the recruitment of new members, but is less significant in member retention. People stay for the learning opportunities, and for the chance to share knowledge with others who share an interest in boats and boating.

In terms of learning opportunities, respondents made a multitude of suggestions for presentation topics, technical or otherwise. In fact, there is sufficient material for the development of a 2-3-year program, should the Club decide to act on all suggestions.

Cruising

The great majority of survey respondents (75%) have participated in a CYCT cruise over the past 12 months.

Respondents offered many suggestions on how the **cruising experience** could be improved. These comments fall into three main areas:

- a greater variety of destinations and some longer cruises. Suggestions included the Tasman peninsula, an extended Tasmanian cruise (e.g. Flinders Is., Strahan, Port Davey) and an offshore cruise (e.g. Melbourne, Adelaide, NSW, New Caledonia, Pacific islands)
- planning and scheduling: suggestions included a rolling calendar of cruises planned well in advance; more weekend cruises to accommodate the 24% of survey respondents who are mostly available on weekends/public holidays; linking cruise destinations to the program of forums/presentations
- better communications between participants and cruise co-ordinators when on a cruise (e.g. use of radio for communication)

Cruise co-ordination

Twenty-six respondents had comments/suggestions on what training or support the club could provide that would encourage members to take on the role of cruise co-ordinator. These comments cover three main areas:

- development of written guidelines (role of the co-ordinator; role of participants)
- implementation of a training session or forum for new co-ordinators
- linking past cruise co-ordinators with new ones for guidance, advice or mentoring

Several members wrote that they would take on the role of cruise co-ordinator if such support was made available.

Priorities for the future

The top three priorities rated as 'important' or 'very important' by respondents are:

1. Increase the range of skills training programs accessible to club members
2. Increase opportunities for sharing knowledge
3. Attract younger members

Respondents had many useful proposals to achieve priorities 1 and 2, including:

- A mentor schemes
- A technical advisory panel
- A register of members specialties

'Attracting younger members' is seen as a priority by many members in order to keep the club vibrant and viable. In thinking about what would attract younger people to join CYCT, perhaps the Club's greatest asset is the extensive boating knowledge and experience of many members. Mentoring and access to technical advice could therefore be a drawcard.

Draft recommendations

1. That the survey results are released to members as a way of gauging and mobilizing interest from Club members in owning and contributing to future developments.

2. That a series of working groups are established to:

- 2.1 Increase the range of skills training programs accessible to members
 - develop a schedule of technical information sessions run by members or others, based on member suggestions
 - investigate access to training programs run by others (eg.DSS)
- 2.2 Develop guidelines and a training/information session for cruise co-ordinators, drawing on member feedback and encompassing:
 - pre-cruise communication and planning
 - communication on the cruise
 - creating opportunities for sharing knowledge / social activities
 - managing emergencies
 - post cruise report
- 2.3 Review and redevelop the cruising program taking into account the suggestions of members
- 2.4 Develop strategies to increase the opportunities for sharing knowledge
- 2.5 Attract younger members

3. That additional information be sought via the membership application form that would assist in delivering on some of the above into the future, including:

- Age range
- Availability for cruising
- Level and type of experience
- Interest in cruise co-ordination
- Particular areas of expertise to be consulted about or share knowledge on

Summary comments:

The implementation of the above or other recommendations clearly needs commitment by the CYCT Committee and club members to participate in delivering key changes and activities and some limited administration resources.

The current or an expanded Strategic Planning Group could be considered an intermediate and time limited resource that could be asked to assist with the staging of some aspects of implementation.

Janne Gorman, June 2019

Cruise around the Furneaux Group January 2019- G Armstrong

I had been looking forward to this recent cruise through the Furneaux Islands— the sparkling blue/green water, abundant fish, stunning scenery . Well those aspects were mostly there but there were a few problems.

A group of 5 boats met at the entrance to Dunalley canal on 15 Jan and had a nice sail to Chinamans Bay on Maria island. Next day another nice sail to Schouten Passage and a get together BBQ on Passage beach. Little did I know this would be the last time I would raise a sail

for 10 days. At this point we halved our chances of getting crays as the crew of Westwind lost one of their 2 pots which they had set overnight. The buoy was partially submerged and during the attempted retrieval the prop of Westwind slashed the connecting rope.

The forecast had initially been very good but was now starting to look pretty ordinary but the 5 of us headed north at 6 am. We had to motor against a strong headwind and at Wineglass Bay 2 decided to pull out, Willyama with a crew less than fully recovered from illness and Nattai with a failed auto helm.



So 3 of us slugged north the into a consistent 20 knots plus right on the nose. Westwind and our boat Entourage travelled at roughly the same speed, but Bill on Brite Star was a bit slower preferring to sail rather than bash under motor into the strengthening northerly. The wind and waves got steadily worse and somewhere

off Bicheno the boom on Entourage became detached from the mast. Without a safety harness because I stupidly did not install one, went up on the bouncing deck and found a pin had dropped out of the gooseneck. Backwards and forwards to the mast. I managed to lift the boom with my shoulders and slam in the pin wrapping everything with grey tape. I glanced back to the cockpit to ensure that my everloving was watching in case I was thrown overboard but unfortunately, she had her head down with the onset of mal de mere. So, on we pounded, each

lying back comfortably on the cockpit cushions while the auto helm kept us on track for Eddystone. After 14 hours of punching into a headwind we reached Eddystone at 8pm. At midnight Brite Star struggled in. He was later to say it was a shit of a day. Understatement.



Next day was the final push to Clarke Island and although shorter it involved

crossing the notorious Banks Strait. Brite

Star encountered engine overheating and decided to head into St Helens under the guidance of their sea rescue people.

And then there were two. Westwind and Entourage motored through the very interesting narrow fast water of Sea Lion Passage between Clarke and Cape Barren Islands and we met up with Duncan Mckenzie on Lemaris. I'm not sure I would have attempted Sealion Passage without a guide first time up. With the wind forecast to go west and strengthen the three of us

worked our way halfway up Armstrong passage and anchored in the best shelter we could find in Kangaroo Bay. And there we stayed for 3 nights with the unrelenting westerly, some gusts of 40 knots on night 1.

These waters are all about tide, current, rocks, wind and bolt holes. I was the greenhorn with only one previous visit while both Tony and Duncan had had many visits in the past. The tide aspect amused us on the first night. Tony's team chose a flat ledge well above water level for our BBQ, but we had to abruptly abandon festivities when the incoming tide quickly covered our site! After 3 frustrating days we decided to head into Lady Barron. Another hard-shitty bash into a strong northerly until we rounded the corner to go into Franklin Sound. The wind lessened, the sun came out and the granite outcrops on shore were starkly reminiscent of the Easter Island statues. The passage to Lady Barron looks tortuous and challenging on the chart but in good conditions it was pleasant, and Lady Barron was a welcome sight after the incessant winds. A good meal in the pub and next day we set off for the lovely Badger Island to the west. Once again motoring into the wind. Last time here we caught a couple of the famous large blue spotted flathead but none this time.



Then disaster. The phone communications were poor but I received a message from my daughter that my younger brother Nick who has advancing Parkinsons was bathing at Binalong Bay with my sister and had been pulled unconscious from the water, resuscitated on the beach and was in a coma in St Helens hospital. We were told it had been 10 to 15 minutes before he was resuscitated,

and Jan says that means significant brain damage. By a remarkable fluke there was Hobart emergency specialist at the hospital who knows Jan. She was able to give an accurate picture of his condition prior to the accident and they were able to discuss the best options and it was decided to treat him in St Helens. Heaps of phone calls all evening. We had no hope of sailing back quickly. Flying from Flinders did not seem to solve anything. So we had a sleepless night. I only add this personal note because it's amazing how disasters on the home front always seem to happen when you are least able to help. I'm sure you have all experienced this.

CYCT Photo Competition



Minerva Racing Europa – Colin Crowder

CYCT Photo Competition



South West Coast – Colin Crowder



That evening who should cruise into the bay but Bill and Janne on Brite Star. Very strong winds. (again !!) forecast from the east this time so next day we moved over to Trousers Point under Strzelecki. The wind came and we swung at anchorage all night. Next morning it looked like a demented spider has been crawling backwards and forwards across the chart plotter.

Off early next day to try and grab a window in the weather. We planned to go to Spike Cove for the night and cross Banks Strait the next day. Then wonderful news. Nick had come out of his coma. Subsequent messages indicated he was recovering well. How so? It was my sister who dragged him from the water, and we think she guessed the 10 or 15 minutes but she was probably adrenalin fueled and did it all much quicker than she thought. So in a much lighter mood Westwind, Lemaris and Entourage sailed (for the first time in 10 days) down the coast of Cape Barren Island and decided to go back into Armstrong passage as once –a-bloody –gain the new weather forecast of strong westerlies which meant Spike Cove would be exposed. Brite Star opted to leave us and spend time in Lady Barren. The 3 of us were running abreast just past Preservation Island when there was an almighty bang. It was deja vu for me. I knew that sound well after hitting a rock a year earlier in Schouten Passage. I glanced across and the 23 tonne Westwind had gone from 6 knots to zero in a nanosecond. How much energy was dissipated in that instant? A cloud of black smoke came out of the exhaust. We were all 200 metres off a marked rock. None of us had seen any disturbed water ahead. As we passed the stalled Westwind I saw what looked like 4 huge turtles just under the surface. Unmarked rocks.



Tony reported no leaks but with that impact there had to be some collateral damage. He backed off the rock and further down the channel we pulled into the shore and Tony dived under the boat and discovered a dent in the fibreglass about the size of your fist. He decided to continue. There was little choice, but he was concerned not to pound through big seas as you never knew what would happen. Exactly the same as my predicament a year ago in Schouten

Passage. It was now midday and there was a lot of discussion over the radio about options and

the decision was made to continue on down to Eddystone as crossing Banks Strait we had acceptable wind and tide.



This proved to be correct and we had a good sail down in fresh north easterlies which were forecast to go NNW overnight. Westwind had a crew of 3 men, Lemaris was a big boat with electric sail controls and Duncan and Eva lived aboard and were returning from cruising the

Pacific for a year so neither were daunted by the prospect of a night sail down to Schouten Passage. I was undaunted by night sailing in calm seas (an insomniac does not need sleep) but if it gets rough I am sailing solo as Jan has balance issues. Tony decided they would try and hide under Eddystone Duncan and I (foolishly) elected to continue on overnight to Schouten Passage.

It was now about 8 pm and were travelling quite well, the auto helm doing its job. Dry tack to nibble as preparing food in the galley was too difficult. Jan stayed up until about 10 pm and we were rocking and rolling (gently) down the coast. At about St Helens, with Jan in the forward bunk, the wind started to pick up and shift to dead astern. This was jolly. It was black as a coal mine and I had zero vision forward. Entourage has a wonderful sheltered cockpit enclosed and dry but the clear view windows were covered in salt from the spray (and my neglect to clean them). And so I was effectively flying blind. I did have the comfort of seeing Lemaris on the AIS. We were sailing parallel about 10 miles offshore. At midnight I decided to celebrate and bring up a nip (perhaps 2?) of single malt for comfort. By one o'clock it was definitely getting stronger and I had to be careful moving around the cockpit. I decided to be prudent and partly furl the headsail just keeping enough up for stability. Two o'clock. This was getting more serious. We were off Bicheno. That's where it started going pear shaped on the way up. Entourage's speed was picking up. Wave heights increased. The auto helm was really working hard. I pressed a button which said "display" which I thought would brighten the screen on the auto helm. Instead an unknown page came up. More pressing, more strange pages. Then the auto helm dropped out. Push auto and it works for a minute or so then drops out again. This goes on for quite a while. Leaving the helm to consult the manual was out of the question so I decided to hand steer. At this time we were rocketing down the waves and I noticed 11.6 knots on occasions. You knew when we got to the end of the surge, she would veer either right or left so instant correction was required. The wind was occasionally up to high thirties and sometimes forty knots. Leaving the helm to completely furl the jib was out of the question. I found later the jib was flogging to such an extent it shredded the leech from top to bottom. Duncan later reported a brightly lit fishing boat gradually appeared and passed Lemaris by about 50 metres apparently unaware of his presence. I find it easy to steer to a

compass bearing in good conditions but with the boat swinging around and zero visibility I was having difficulty holding course. I decided to change course slightly to get closer to the coast hoping to get a bit of shelter under Cape Lodi. It became evident this was a true northerly so that didn't work. Suddenly two lights loomed up ahead spaced several hundred metres apart. I went straight between them and I still have no idea what they were.

My shoulders were tiring as Entourage has twin wheels which means they are smaller than the one big wheel few had on the previous boat and they require more effort to turn. At last the sky lightened a little and seeing the shadow of the coast made it easier to keep the boat on track. I found Lemaris's mast light and locked in behind for the final run around Freychinet peninsular. Jan joined me in the cockpit. She is amazing. When I first met her, she would have been sick in a punt on the Cam. Now she appears unperturbed after a sleepless bumpy ride in the forward bunk. We arrived at the smooth waters of Schouten Passage after a solid 24-hour run. Jan then had a good sleep but amazingly I tried but couldn't. A few hours later, once a – bloody – gain because of forecast strong sw winds we headed down to Orford and moored off the beach. There was quite a swell running, so I opted to land the dinghy on the southern end of the beach where the waves were less. We walked 500 metres along the beach and Jan went for supplies while I went for water. Back on the beach with 2 full 20 l jerrycans of water the 500 m walk to the dinghy had no appeal, so I left the water and walked to the dinghy then motored along the shore to the 2 lonely jerrycans. I waited for a set of waves to go through then gunned the motor and raced into the beach. I was almost there when a wave flipped the dinghy on its side, I ended up underneath but luckily I had flipped the motor out of gear and was not chopped by the prop. How humiliating.

The waves looked bigger from the beach and I realised I would never have time to start the outboard so it was a le Mans start, oars at the ready, push off, jump in and paddle fast. It just worked. Meanwhile Jan had found a calmer section of water further along and I was able to collect her with little trouble.

Meanwhile Westwind, after a dreadful roly night at Eddystone, had left very early and motored all the way for 14 hours to join us at Louisville in Spring bay. A blowy night once again. Sometime in the middle of the night I climbed into the cockpit to check the chart plotter. We were holding ok. I suddenly realised Lemaris was no longer beside us but had dragged anchor and was in the middle of Spring Bay heading towards the old chip loader. I could see her masthead anchor light, but it was very hard to tell how far across the bay she had drifted. In a bit of a panic I tried calling her, but his radio was off. I then found his mobile number but no answer so into the dinghy and roar across the bay to bang loudly on the hull. Duncan eventually woke, I seemed a bit nonplussed but realised he had time to sort it out, so I left him and went back to bed.

Next day was a rest day and Tony's team went fishing and we had a real feast of fresh fish on Lemaris which can fit 7 or 8 around the dining table. A casual start in the morning to be outside

the Narrows at Marion Bay in order to transit the canal. It was nice to finally put the gales behind us, the forecast was good and it was a good sail down . Unbelievably, about 15 minutes before we reached this last remaining tricky bit of the journey It started blowing a gale! We negotiated the narrows with a crosswind gusting to 34 knots. And it continued blowing for hours. Inside Blackman Bay while negotiating the shallow winding channel 2 things happened which in normal conditions would not be a problem but with a very strong crosswind became an issue. Westwind lost her auto pilot and this made things very difficult for Tony as you virtually steer by pushbutton. On Entourage we were keeping up the revs to maintain steerage with the crosswind when the engine started to shudder and lose revs. I soon realised I had picked up weed but had to keep going until we reached a wider bit of deeper water so I could put her in hard reverse several times which got most of it off. An unscheduled urgent strong wind warning message then came from Tasmartime about what was already happening. Hollow laughter from the crew of Entourage.

Through the canal and a fast run down the shallow Norfolk Bay, which was really whipped up, to a lovely calm anchorage behind Dunbabin Point. Another wonderful feast onboard Lemaris. Both Duncan and Tony had cooked chicken (in the oven while transiting the canal?) Our stocks were low because we only have a tiny freezer in the fridge whereas Lemaris and Westwind have big freezers and every appliance you need for living aboard. The only thing we could contribute were two of my best wines which I happened to have aboard.



Next day an easy trip home. As the old Chinese proverb says, “may we live in interesting times”

Cheers

Gordon

Dinghy Mania 11 – Bob Buchanan

After the OK World Championship in New Zealand in February I had a good long rest. I did no sailing. But I knew things would be busy once we got to Europe.

We flew out of Sydney on 26 April heading for Geneva via Abu Dhabi. This has been our practice now for some years. Geneva is a relatively small airport, easy to pass through with Swiss efficiency and right next to France where we have a small place in the south. We have some friends, with whom we stay for a few days coming and going, who live about 2 hours' drive away in Bourgogne (Burgundy) who are kind enough to come and collect us.

Because of my regatta plans I had ordered a double trailer before leaving Europe last year. That way I could take 2 boats with me (Finn and OK Dinghy) to avoid too many long drives back to our place in France to change boats on my single trailer when I had regattas in the two classes not too far apart. However, this plan also involved some kilometres as the double trailer was waiting in the Czech Republic.

After a quick 2,000 kilometres round trip we were at our place in time for me to do a quick turnaround, hook up the OK and head 300 kms to Bandol in the south of France for the French Mediterranean Championship, preceded by a 3 day training camp with Thomas Hansson-Mild, a former OK World Champion from Sweden.

Two days of the training were quite windy, one day was not. I learned quite a bit, but the south of France had not yet warmed up and my fond memories of Bandol and its weather from the OK Europeans last September received no reinforcement. On day 1 of the regatta the race committee felt it was too windy to race, so they scheduled five races for day 2. That was pretty tiring. We got one more race in a building Mistral on day 3 before all further races were abandoned. Great hospitality from the French. Entries from five countries. A good start to my European season.

The next two regattas were in the Finn in Denmark, at Skovshoved (pronounced 'skosehool') north of Copenhagen. The second of these was the Finn World Masters Championship, and the Danes had arranged to conduct the Danish Finn Nationals (an open regatta) at the same venue over the weekend before, doubling as a warm-up regatta for the master's Worlds.

It is a long drive from our place in France to Skovshoved. The fact that the following regatta would be the OK Europeans, held during Kiel Woche (Kiel Week) in the north of Germany a week after the Finn World Masters, was one of the reasons for buying the double trailer. So, after a couple of weeks rest after Bandol, Joëlle and I hooked up the double trailer carrying the Finn and the OK and headed first for Potsdam in Germany. I had arranged with a Kiwi mate (another ex OK world champion) who has a sail-making business there, to leave the OK there for a couple of weeks and take his Finn, with mine, to Skovshoved for the Masters, then come back to his place for a bit of a rest before Kiel, which he was going to as well.

So it was that, in late May, Joëlle and I arrived at Skovshoved.

The first regatta I sailed in Tasmania was in 1987, also my first OK Nationals. I remember that the Notice of Race said - "the water is cold by mainland standards ". Maybe it was 16 degrees Celsius. At Skovshoved the water was 12 degrees. Brrrrrrr.

However, the welcome from the Danes was warm and the sailing in the first regatta (57 boats) was good, especially when the overall weather warmed up a bit.

There were 6 other Australians at the next regatta, the Finn World Masters, including two Australian Olympians in the Finn class, Paul McKenzie and Anthony Nossiter (Nocka) who went to the Olympic Games three times and is a regular on Blackjack in the Sydney-Hobart race each year.

The Masters regatta this year had 240 eventual starters from 28 countries, well below a fleet approaching around 350 last year. Getting racing organised for a fleet of this size presents many problems, some for the sailors and plenty for the organisers. Course configuration and starting line lengths are two big issues. Last year there were 4 fleets on two trapezoid courses. Trapezoid courses (with inner and outer loops) are very effective ways of keeping two big fleets separated, particularly if the breeze is reasonably stable. This year it was decided to have two fleets on one trapezoid course - 120 boats for every start. Not your ordinary club race. Different but fun.

The weather went cold and fickle at the start of the regatta and then, on the second last day, after an onshore postponement, we had one of those magic days of sailing that comes along every so often. Sea breeze, sunshine, fully hiked, champagne sailing which more than made up for my bad first race that day - started in the wrong place, went the wrong way, etc, etc. Suddenly the cold, the discomfort, the physical pain is forgotten and all around the boat park one senses renewed energy and a shared enthusiasm for a sport we all love and travel a long way to share. I marvel again at my good fortune to still have strength and stamina to be here in such company in such a physical boat.

And then quickly the regatta was over after another beautiful day on the water, two in a row. My results are respectable enough for an old fella - 125 out of 240 overall and 6th out of 28 "legends". However, I felt the cold and I am not sure about next year's Finn World Masters at Port Zélande in Holland at the beginning of June. Today at that venue it was 13 degrees and blowing 25 knots - not my idea of good fun and that after all, as Joëlle often reminds me, is why I am doing it.

And so, back down to Potsdam for a few days rest before driving back up to Kiel for Kiel Week and the OK Europeans and then down to France for the French Finn Nationals at the beginning of July. Plenty more sailing ahead over the next few months.

Bob Buchanan

Membership Officer's Report



I am not convinced I have anything to really report on regarding Membership matters for the club, beyond noting that as we draw to a close of the Financial Year, that members should be aware that as of 1 July, your membership will fall due for the 2019-2020 year. Good grief 2020 !! I seem to recall 2000 like it was only a few years back and thinking that years such as 2020, 2030 were so far away in the future. Not anymore, how time seems to have flown. In a sense, I suspect we could equally talk of how sailing seasons seem to come and go all too soon. I am sure in the not too distant future we will all be gearing up for the opening of sailing season and looking forwards to yet another summer of sailing/motoring in our great cruising grounds be it by yourself on your boat or on one of the many and varied CYCT arranged cruises.

But until then, and as I am sure will be reported elsewhere in this edition of the Albatross, last weekend saw the Club's Annual Winter cruise to Kermandie and Franklin, with a dinner on Saturday night at Dean Mark's boat building shed and thereafter on Sunday night at the Living Boat Trust at Franklin. I as per usual took up my normal role of crew on Minerva and had a perfectly pleasant time with Lew and Lizzie on our way down the river and channel all the way to Kermandie. Needless to say, we did hoist some sails (mizzen, main and genoa) but to little avail as the winds were somewhat absent. Hence the trusty iron sail instead was used to get us there.

A dinghy flotilla ashore to the Kermandie marina and an enjoyable night was had with so many members including quite a number of new members which was great to see. Mark and his team plus those members who contributed foods (salads and desert) made it for a lovely time. Photos have been posted already to the Club's Facebook page.

Ah and there was Sunday, which by now some of you might have heard wasn't quite as intended given I had to be carted away by Ambulance to the Royal Hobart Hospital. Just to reassure you, I am perfectly fine. In short, with the help of Lew and David Watson, the appropriate care initially was provided and then the paramedics thereafter took over really well. I have finally found out what the condition is that I have had pretty much all my life. It's nothing life threatening, just damn inconvenient very occasionally and yes sometimes even a bit scary. As a result of finally obtaining some data (EEG) it has been determined I occasionally suffer from SVT (Supravascular Tachycardia). In short, my heartbeat goes out of normal rhythm and races up to around 180 beats/min and of course my blood pressure falls. There are a range of other minor issues re all this which I won't bore you with, but the upbeat is its all manageable and soon I will have a meeting with a cardiologist to get it all sorted out

Of course, the result of this was Lew decided to head home on Sunday, as Lizzie also wasn't feeling her best. The good news though, well I thought it was though was that Lew and I were

able to come back and attend/participate on Sunday night's dinner. Big thanks to both Lew and David for their medical help in this situation. The lesson for all though in this is that one must not take your health for granted and that cruising together, especially if there are medically trained members included is a wonderful thing to have and yet another benefit of belonging to the CYCT.

APPLICATIONS FOR MEMBERSHIP

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.

Yaarandoo 11

Mike and Sue Powell

WELCOME TO NEW MEMBERS

Restless

Chris and Daun Morris

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.

New members Mike and Sue Powell *Yaraandoo 11*



Mike and I were born 5 doors apart in the same street in the Port of Amble on the NE coast of England. Our soulmate status developed through sailing as Mike owned a Jack Holt design 13ft National Enterprise sailing dinghy sail No 7347. We sailed competitively until Mike joined the Royal Corps of Naval Constructors at the other end of the country.

We were married at Greenwich in the Royal Naval College Chapel in 1969 and we chose to move to Australia with Mike's appointment as a Naval Architect with the Dept of Navy. Sailing was put on the back burner while we established our new home in Canberra and explored our new country.

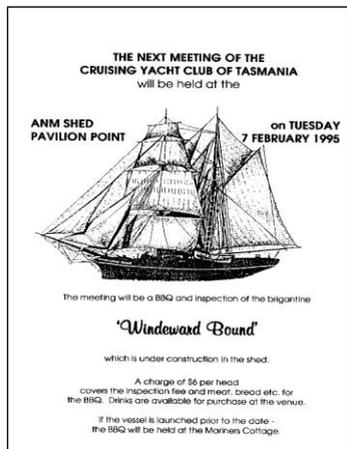
Sailing was in our blood and we retired early in our lives to go cruising. *Yaraandoo II* was purchased in 1996 and we have been liveaboard cruisers in the Pacific ever since. We have been long-standing members of RAN Sailing Association RANSA, The Coastal Cruising Club of Australia CCCA, and more recently the Shag Islet Cruising Yacht Club as well as being members of various yacht clubs.

We have been sailing together for 55 years with over 95,000 nautical miles logged under the keel with our longest venture, a 3-year cruise to Alaska from Kettering. Now we are, not swallowing the hook, but building a new home base in Kettering to be called "Hove To" and will continue to seasonally cruise. We look forward to meeting more CYCT members as we join in club activities.



- DID YOU KNOW -

The CYCT's history through its magazine *Albatross*



Erika Shankley

Did you know that the Club's February meeting in 1995 was held at the ANM Shed at Pavilion Point? Here, Club members were able to inspect the brigantine, *Windeward Bound*, then under construction by a team of volunteers who later joined us for a barbecue.

Despite the fact that this event occurred 25 years ago, it was easy to recall this information using a simple

cataloguing and indexing system devised by former webmaster, Dave Davey. Over the years, this index has been kept up-to-date and is now a useful mechanism to find out more about the Club and its activities from its inception in 1975. It's also a good way to read up about cruises to specific areas or learn about members' experiences with various types of navigational or other boating equipment.

Take a look at this excellent resource by signing on to the Club's website www.cyct.org.au. Then go to *Member Menu/Documents/Albatross Index/Past Issues Index*. Here the web address albatross.dfd.id.au will provide a list of every available *Albatross* since the first issue in 1975.

At the top - click on *Search available Issues*. Then utilise the search boxes to narrow down the search by: **Title**; Author's **surname**; **Keywords**; All **fields**; or **Issue**. There's also an Advanced Search to more accurately pinpoint what you're looking for. And, as above, an article about the *Windeward Bound* was located just by keying in the word *Windeward* into the keywords box.

By using this index, you can find over 70 articles relating to Melaleuca and Port Davey and authors such as the late Denis Alexander, past Commodore Andrew Boon and myself as a former Editor, Secretary and Committee member, have written many hundreds more on different subjects over the years.

You'll be amazed what you can find.

Minutes of General Meeting held at RYCT on 4th June 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Sixty-one people attended the meeting, including guests Michael and Carolyn Bird (skipper of *Admiral*), Chris and Daun Morris (*Restless*), John Brown (*Windward Star*) and Mike and Sue Powell. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

Fourteen apologies were received, which are listed on the Attendance Sheet.

Guest Speaker

The Rear Commodore introduced the Guest Speaker, Captain Sarah Parry from the Windeward Bound Trust, who spoke on the topic "So you want to build a tall ship". For the last fifteen years Sarah has served as the Managing Trustee and Captain of *STV Windeward Bound*. She gave a very informative and interesting talk on the construction of *Windeward Bound* and the programs it undertakes. She also spoke about the Trust's latest project, *Mistral*, currently moored in Constitution Dock and the training program being developed for when its restoration has been completed.

The Rear Commodore thanked Sarah for her talk and presented her with a CYCT plaque.

At the conclusion of the presentation, there was a 10-minute break and the meeting resumed at 8.45 pm.

Minutes of General Meeting held on 7 May 2019

It was moved by Philip Bragg, seconded by Ottmar Helm that the Minutes of the General Meeting held on 7 May 2019 be signed as a true record of the meeting.

Carried**Business Arising from those Minutes**

Nil

Introduction of New Members

The Commodore welcomed to the Club and presented a burgee to new members Tolly and Josephine Jaworsky (*Gloria*), who introduced themselves and gave a brief summary of their boating history.

Treasurer – Shona Taylor

The Treasurer advised that the Club was currently ahead of budget as several new members had joined recently and it was hoped that Club would remain ahead of budget or on track with budget until the end of the financial year.

Vice Commodore – Greg Hitchens

The Vice Commodore reported that:

- There were no vacancies for the barbecue on Saturday 8 June in Dean Mark's shed at Port Huon, but some vacancies existed for the dinner at Franklin on Sunday 9 June. Anyone who wished to attend the dinner at Franklin was asked to email the Vice Commodore. The Vice Commodore reiterated that important safety procedures would be in place for dinghies going to and from the venues, especially at Port Huon, and that an email providing more detailed instructions would be sent to participants before the weekend.
- The Dark MoFo cruise was scheduled for Saturday 22 and Sunday 23 June. Limited space was available in Constitution Dock, which would necessitate Mediterranean style mooring. Members were encouraged to decorate their boats in red, with a prize being awarded for the most outstanding decorations. Members wishing to join this cruise were asked to register on the website.
- The Club's Annual Dinner was scheduled for Saturday 7 September at the Royal Yacht Club of Tasmania. Twelve berths would be made available at the RYCT for boats, so members were encouraged to register on the website as soon as possible. Further details regarding the dinner would be provided at a later date.

Commodore – Richard Taylor

The Commodore reminded members that the Club's Annual Dinner would be held at the Royal Yacht Club of Tasmania on 7 September. He advised that details of the guest speaker, who was a very well-known personality and much sought-after presenter, would be made available in the next edition of the *Albatross*. He encouraged members to register on the website as soon as possible, with the cut-off date expected to be up to a month prior to the event, at which time members of the RYCT would be invited to attend if places remained available.

He encouraged members to purchase the Club's merchandise from the Club's Quartermaster, Elizabeth Helm, and again paid tribute to Elizabeth for her tireless work in this role.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting. Her report is in the *Albatross*. Club member Janne Gorman advised that at the recent Women on Boats session, Ian Johnston had provided an excellent presentation on anchoring, covering many different scenarios including storm conditions, proximity to sand bars, kedging, etc.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. She apologised to new member Daun Morris for the incorrect spelling of her name in the June edition. She thanked members for their articles but reported that she needed more for the forthcoming editions. She also encouraged members to send in photographs which could be used for the *Albatross* centrefold and also entered in the photographic competition.

Membership Officer – Dave Mitchell

The Membership Officer's report is in the *Albatross*. He advised that he still had in his possession many members' name tags and he encouraged members to collect them and take them home. He also advised he had name tag lanyards available for members' use.

General Business

- Strategic Planning Committee member Janne Gorman advised that the recently conducted member survey to provide important data on what Club members want, what they value most about the Club and their preferred cruise destinations, had now closed and the information was being collated. Information on the survey responses would shortly be made available to members by the Commodore.

Janne announced that the winner of the prize for the best response to the survey was Stan Pickering, who would receive a one-year free membership to the Club. She congratulated Stan and thanked him for his input.

The Commodore thanked Janne and the other Strategic Planning Committee members for the time and effort they had put into formulating the survey.

- Club member Chris LeCornu advised that the recently held winter forum, where Andrew Boon had given a professional and comprehensive presentation on Open CPN, had been well attended. He thanked Andrew for conducting this forum.

Chris LeCornu advised that the next winter forum would be held on Tuesday 25 June, where Webmaster Tony Peach, would demonstrate different features of the Club's website.

Details of the winter forum scheduled for Thursday 25 July would be made available shortly.

- Club member Andrew Boon advised that the 5th edition of the Southern Tasmanian Cruising Guide was being prepared, in conjunction with DPIPWE. Several Club members, including Dave Davey, Chris Palmer, Lew Garnham, Ian Johnston and Julie McDonald were assisting in updating this publication, but Andrew sought input from any other members who may have notes or information, in particular relating to Port Davey, Bathurst Harbour and Tasmania's South Coast. Anyone who could assist should contact Andrew Boon or email waterways@cyct.org.au.

Next Meeting

The next General Meeting will be held on Tuesday 2 July 2019 at the Royal Yacht Club of Tasmania at 7.30 pm. The Commodore advised that both he and the Treasurer would be overseas at that time, but the Rear Commodore David Bowker would chair the meeting.

Close

The meeting closed at 9.23 pm.

FOR SALE!



Members Buy and Sell

SPECIAL

One only item of CYCT Apparel (not part of usual range) with embroidered Club logo

**1 x Unisex Navy Rugby with White Collar, Size M
would fit a standard size Large Men's or 18 Women's**

COST PRICE - \$44.00

Contact Elizabeth Helm, Quartermaster

at the next General Meeting, or 0439 664 390

FOR SALE

Jabsco Twist 'N Lock marine toilet.

I have installed a composting toilet and my Jabsco Twist 'N' Lock toilet is surplus to requirements. It is in good order and comes with two siphon breaks (inlet and outlet) and holding tank plumbing. And service kits. The holding tank plumbing consists of two holding tank valves and a 1 1/2" copper 'T'. I also have a spare ball valve (genuine Hallberg-Rassy part).

Other features: a full-size toilet seat and a bonus toilet brush

Contact Andrew Boon, aboone@bigpond.com or 0400 651 532.

CYCT Members Buyers Group.

Pantaneous Insurance Chris Tilley

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Wattyl Paints

Scott Jarvis

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Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call, genuine savings can be made to Club Members, just present your Club Membership badge to receive best prices.

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



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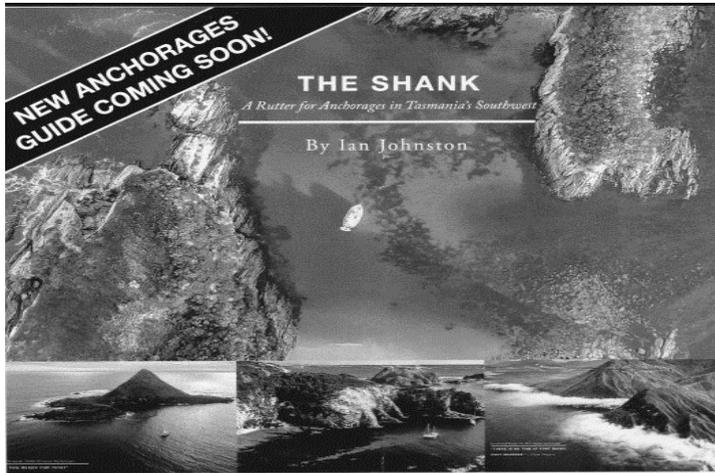


For bookings or
more information

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– Paul Cullen, Director, Australian Wooden Boat Festival



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Cruising Yacht Club – Store Front

Cruising Yacht Club of Tasmania Store front

Cap - Navy Peak

SKU: CH 01 N



In Stock

Durable cotton with the CYCT logo embroidered on the front.

AUD\$ 21.00

Club Burgee



SKU: 500

In Stock

Club Burgee - Navy with White Albatross print

AUD\$ 41.00

Ladies Polar Fleece Vest Full Zip Navy



SKU: PF 10 N

In Stock

Ideal to slip over your clothing as the evening starts to chill - navy.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 52.00

Mens/Unisex Rug by Top Navy/White Striped

SKU: JB 3SR NW



In Stock

Horizontal banded alternating navy and white striped rugby top, with the CYCT logo embroidered on the left. A very nautical garment.
Some items are popular, and delivery to require up to a month .

AUD\$ 52.00

Mens/Unisex Fleece Hoodie Navy

SKU: JB 3FH N



Back-Ordered

For the cold weather a very practical garment. Don't let the teenagers have all the fun.
Get your own.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 46.00

Mens/Unisex Long Sleeve Polo Shirt - Navy or White**SKU: PS 35 N****Back-Ordered**

Long sleeve polo shirt available in navy or white. **SPF fabric**
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00 to 36.00**Mens/Unisex Polar Fleece Vest Full Zip Navy****SKU: PF 09 N****In Stock**

Full zip front polar fleece vest in Navy with **CYCT** embroidered logo.
Some items are popular, and demand may cause delivery to take up to a month.
AUD\$ 36.00 to 51.00

Mens/Unisex Rugby Top Navy "Two-tone"**SKU: JB 3RT NN****In Stock**

This durable top is a practical Navy blue.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 41.00 to 41.50**Mens/Unisex Short Sleeve Polo - Navy or White****SKU: PS 08 N****In Stock**

Short sleeve Polo with **CYCT** and emblem embroidered on LH chest. Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00**Surf Hat****SKU: CH 66****In Stock**

Wide-brimmed natural coloured heavy brushed cotton hat with adjustable chin strap and **CYCT** embroidered logo - Sizes 55, 57, 59, 61cm.

AUD\$ 21.00

These items will be available for sale at the **General meetings**, but rather than bring all stock to every meeting it would be advisable to place an order prior to the meeting so we can arrange to deliver per order. Please contact

Elizabeth Helm - Cell 0439 664 390

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