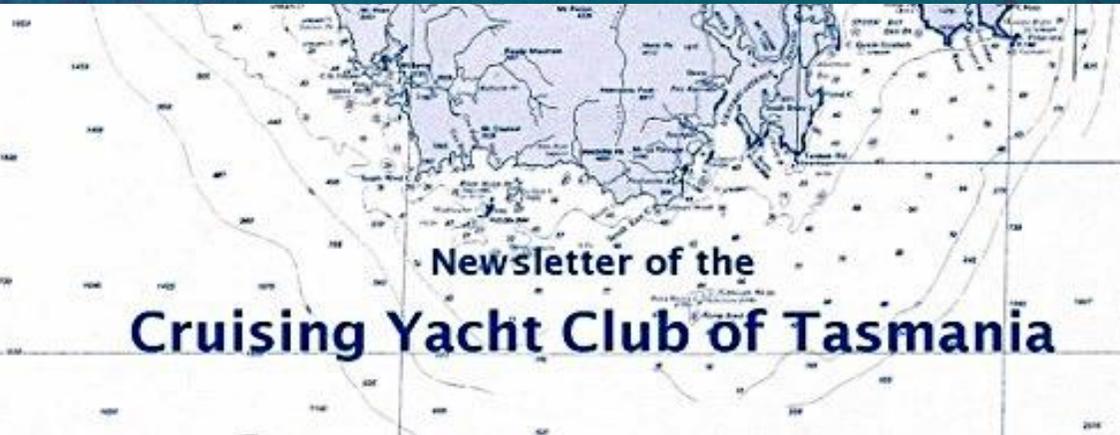
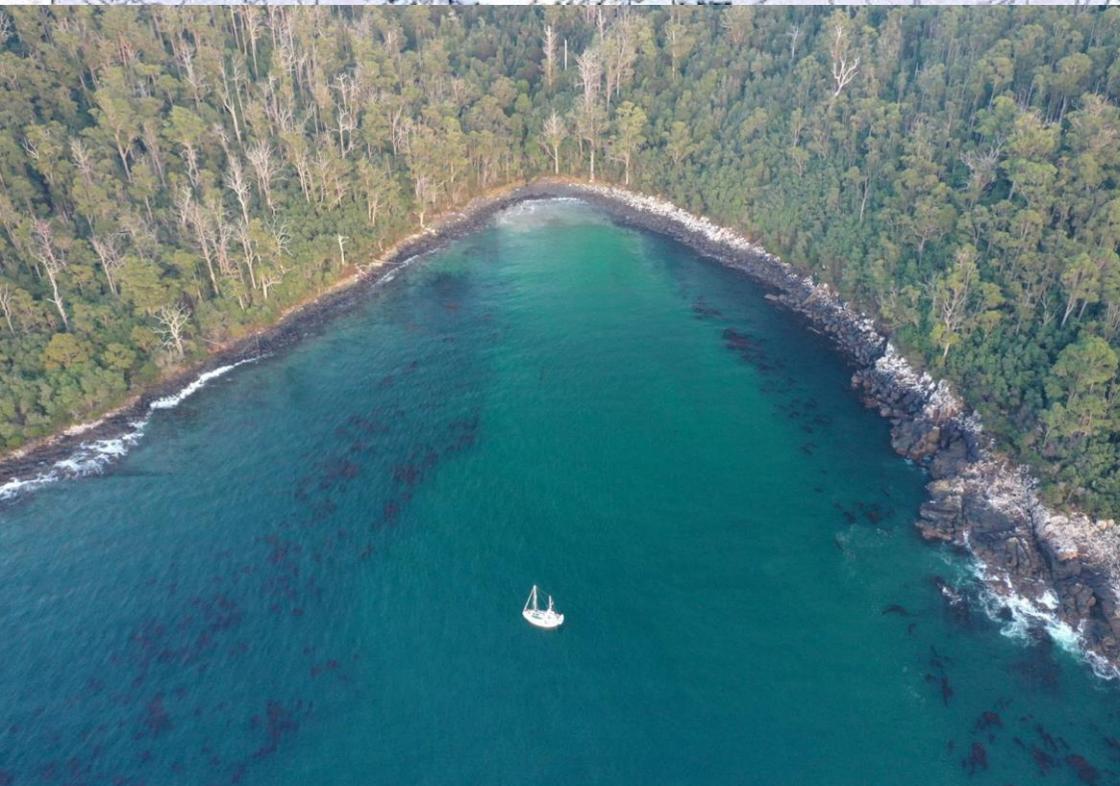




Albatross

Volume 46 No.5 June 2020



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au
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Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer Andrew Boon

Guidelines for Contribution to the Albatross

The following are guidelines to assist members prepare articles for the *Albatross*. However, members should contact the Editor (**Fiona Tuxen – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories will either be serialised or the Editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** “inverted commas” or capitalised.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 20th (there is no *Albatross* in January)

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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. 31

Payments to CYCT

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

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

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

Cruising Responsibilities

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

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

SAFETY • All participants to any cruise will have acknowledged the Club 'safety recommendations' when they indicated their intention to join the cruise. The Club's 'safety recommendations' should be reviewed by the cruise contact prior to departing on any cruise.

These can be located on the club website under the Member

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

" Just in case that you have not been in contact with the world or you have had your head in the bilge for a month, The CYCT has cancelled all meetings, forums, cruises and gatherings until further notice. Our website and email will keep you informed of any news and changes as they occur. Let's all try to observe this temporary new way of living and hope that we can beat this virus and bring things back to normal as quickly as possible."

Richard Taylor
Commodore

Editorial – Fiona Tuxen



I need to say a big Thankyou to Shona Taylor, who very kindly stepped in for me as Editor during a recent tragedy. I have now returned from Queensland but I remain in Isolation for the next 14 days.

Please keep those contributions to the magazine going, especially while we cope with such awful circumstances around the world
.....

	CYCT CALENDAR
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Covid19 - Cancelled

Commodore's Report – Richard Taylor



It is my sad duty to advise members of the passing of a past Commodore, David Bryan. He held the role from October 2005 till September 2007. For those of you who knew him I am sure that he will be well remembered for his achievements within the club, we pass on our condolences to his family.

Another month has passed with little or no activity on the water, I have noticed that a few of us have managed a day trip while observing the rules that apply. I have also noticed some boats (not ours) that have managed to stay overnight, maybe breakdowns ?, I do wonder who is responsible for monitoring the situation.

However, we are told, subject to change, that June 15th is the date that the restrictions will be lifted and at least our on water club activities can function again.

You will know well in advance of the cruise calendar events and depending on what social distancing measures are still in place

we will have to plan accordingly.

We are hoping that when restrictions on gatherings are modified, we may be able to reinstate our general meetings at the RYCT again. They may be in a different format with controlled attendance, we can deal with this with some careful planning, you will be well informed as to the changes.

Our AGM may now be able to be held on time, you will notice in this edition we have placed in advance some changes to our constitution , this is a formality and will appear at least twice before the AGM.

Our monthly Zoom committee meetings have been successful so the job of running the club can still continue behind the scenes. One of the many agenda items to discuss was the use of the Nubeena mooring. Despite the location of the mooring being noted in our monthly magazine it appears that it is seldom used, the maintenance costs over the last twelve months for the mooring is around \$100 for each single use. This is clearly not sustainable, and not a good use of club finances. The committee has agreed to sell the Nubeena mooring and the proceeds to help fund a second mooring in Simmonds Bay.

It was reported last month that a yacht had sunk in the Quarantine Bay Area , MAST have identified the position with the correct floating buoy and it is now shown on electronic charts. We are awaiting news from MAST regarding its permanency, let's hope that it is not left to create a hazard in the future.

The proposal for the covered seating and BBQ shelter at Church road., Barnes Bay is being considered and assessed by all the relevant authorities and will be presented to the club when all information is complete.

Let's all hope that we can start to put some normality soon back into our clubs activities and also enjoy cruising in some of the best waterways on the planet.

Be patient

Richard Taylor

COVID 19 Report

Finally some good news announced yesterday Friday 9th May at 10:42am by the Tasmanian Government. See the link to the Tasmanian COVID-19 webpage for the full announcement. In brief, subject to Public Health advice that may change these decisions, we will be able to stay overnight on our boats where ever we choose within Tasmania, with a group of no greater than 20 people from the 15th of June 2020. This directive is part of Stage TWO of the "Roadmap to Recovery".

Tony Peach our Vice Commodore will very shortly be contacting all members regarding his re-planned 2020 cruising calendar. I am sure all of you will be eagerly awaiting this news to get back to enjoying boating activities that our Cruising Yacht Club of Tasmania is known for.

Included on the Tasmania Government webpage (see link) where Stage THREE, effective 13 July 2020 indicates that gatherings 50-100 (indoor/outdoor) may mean that our club monthly meetings can recommence. This statement does need clarification. However, it appears the meetings may be limited to 50.

It has been a difficult time to keep our club members interested during these unprecedented times. Our monthly magazine the Albatross is our only regular contact that most of us have. I encourage you all to submit stories or articles of any interesting boating adventures (obviously not in the last few months) or anything you believe may be of interest. Our Editor who is responsible for producing the magazine would love extra content to inspire us so we can all enjoy the read.

Looking forward to seeing you out on the water in the not too distant future.

Regards,

Richard Taylor

CYCT Commodore

Constitution amendments for approval at the Annual General Meeting on Tuesday 1st September 2020:

Clauses 3 and 7 amended as follows:

3. The objects for which the Association is formed are to:

- (a) Promote and encourage cruising in company in Tasmania and beyond.
- (b) Organise cruising of boats and disseminate knowledge relating thereto.
- (c) Encourage and support on water activities, boat building and maintenance, and impart knowledge related to boating activities.

7. (a), (d), (e) and (f) The word “Ordinary” would be changed to “Full”.

- (b) Life Membership – sentence 2 would be changed to read: “The total number of Life Members in the Club at any one time is limited to ten.”

Vice Commodore's Report – Tony Peach



Slowly the drawbridge is once again being lowered!

Unfortunately, absolutely nothing to report on cruises because there have not been any. But, yes but, according to the regulations after July 13th groups of 50-100 may gather outdoors with appropriate social distancing.

You may recollect that the CYCT conducted a competition, which was to guess the date closest to the day the authorities would allow us to sleep aboard our vessels once again. That date has been announced, and hopefully it will not be rescinded. June 15th is the target. The entries ranged from 28th April 2020, to 5th November 2021. Unbelievably two

members guessed the exact date!

The winners were Kris Schmidtke and Bob Buchanan. Congratulation.

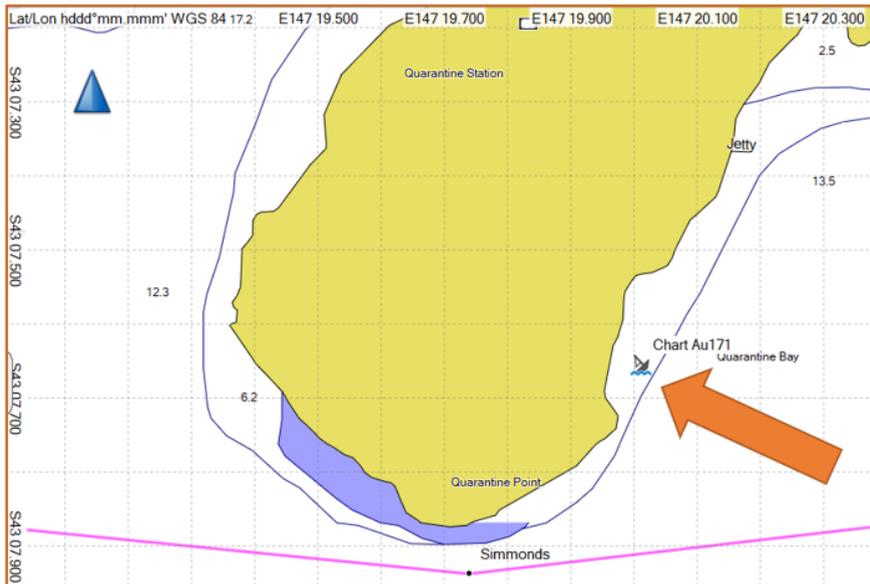
The prizes will be awarded during our first post COVID-19 cruise which will be to Quarantine Bay on 18-19 July. If the authorities and the weather permit, we will try for a barbeque ashore at the head of the aluminium ramp about 13:00.

Now for my safety section. If you are headed to Quarantine Bay, you may be aware that there was a fire aboard a vessel several weeks ago and that boat foundered. Mast has dived on the wreck and apparently laid the rig alongside the vessel. It is marked with a large yellow buoy with several vertical blue stripes.

The chartlet following shows the position of the wreck just inside the point at S43 07.656 E147 20.013.

Normally I follow my report with a three-month forward calendar here, but except for the abovementioned July 18-19 cruise, at this stage all others are under investigation. Consequently, due to COVID-19 there is no three-month calendar.

Stay safe.



Rear Commodore Report David Bowker



Another month of no organised sailing events. Last month, my report started with “Well, here we are with no idea when gatherings will be allowed again.”

The good news is that we now have a plan although, as I am sure you are very very very aware, it all depends on how well we behave!! So here is our plan.

We will start General Meetings again on 4 August as long as government regulations allow. This would be allowed under the Government’s current plan but does depend on no setbacks in the number of new cases. The upstairs room at RYCT can be expanded 50% so we can have some social distancing but we may still need to limit numbers for this meeting.

The other event to keep in your diary is the Annual Dinner on September 5th. We are still planning to run this event but it does depend on how things pan out and numbers may need to be more limited than last year. More information on this event as we make some plans. The action for now is to keep your diary free for that evening.

The other good news is that the Australian Wooden Boat Festival has opened for registrations so that is planned to go ahead.

I think that is enough tentative good news for one month. I don’t want to overload you with optimism!!

Membership Officer's Report - David Michell

**Membership officer's report**

I guess like for most, talk of and living one's life in lockdown as has been imposed here in Tasmania, as in most other places around the world, has been quite a novel and at times maybe even challenging experience. Certainly, many of the things we would have taken as a normal occurrence in our lives, has changed, and in some instances is likely to remain so for some considerable time yet, maybe even permanently. The truth is we just don't know.

If nothing else, I do think it has given us time to reflect on what actually is important to us and perhaps equally validly what actually isn't, and maybe that has been a good thing to experience. I know for myself, in living alone, that making the time to connect with family and friends has helped me get through this so far. Also holding onto one's dreams, in remaining positive about the activities we enjoy and look forwards to getting back into actually what is important, be it sailing, travelling or whatever has been important. I have to say, I haven't missed going shopping, asides for essential supplies, but I have missed human contact, and at times found the whole notion of social distancing somewhat alienating, and in that much do look forwards to this changing back to what I had obviously taken for granted, or at least close to normal as can be managed. If nothing else, it sure has been strange time to have gone through.

Only the other day, I finally sat down and enjoyed a meal together with some close friends at their home, the following day, equally I caught up with another friend for a coffee at a café. Small baby steps to reclaiming some sense of normality.

I read today that the DSS in conjunction with the Royal and the Bellerive clubs are looking at being able to hold a 6-race series commencing in July. I know not necessarily the most conducive time of the year to be out racing on the Derwent, but nethertheless, it will mean sailing time with friends once again. Likewise, we may even be able to head out on our boats (well for those who own boats anyway) to go cruising once more and stay onboard overnight. How good will that be. Until then, stay well and keep those thoughts alive of what it means to you to be out enjoying our waterways on boats, and with good friends in the CYCT.

Maybe by then I will have things to write about membership wise, for all I can say in this respect, is that asides one application received this month, it has been incredibly quiet on the membership front.

Cheers,
David

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.

Gypsy Rose

Jeffrey Reeve and Sonya Tegg

WELCOME TO NEW MEMBERS

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 Member Directory from Nov 2019 – 2020

<i>Halcyon 11</i>	Brett & Janet Rutherford	0409 940 973
<i>Mawson</i>	Biswah Oakes & Mischi Sigrist	0408 626 166
<i>Whisper HR</i>	Kevin & Mei Landman	0458 148 326
<i>Life of Crime</i>	Steven & Julia Chopping	0418 126 326
<i>Storm Fisher</i>	Gus Vans-Colina	0414 934 750
<i>Cantabria</i>	Rowan Wylie and Magdalena Birtus	0412 431 983
<i>Carp Diem Infinity</i>	Bob and Emily Dundabin	0418 384 194

Bio – Jeffrey Reeve



My name is Jeff Reeve. I have recently joined the CYCT. Below is a short bio. I have been cruising for about 20 years and previously owned a 43 foot cruising schooner and also a 38 foot catamaran. I currently own a 38 foot sailing yacht called Gypsy Rose. Photo attached. Gypsy Rose is a Canadian built Cooper Seabird and has been well looked after during its life. She is a comfortable Tassie boat with a fully enclosed cockpit and even has a wood heater. I have owned Gypsy Rose for about a year. She is currently moored at Gypsy Bay where we can keep an eye on her and where it provides maximum convenience for our summer yacht trips. She has been moored there for about 10 years as the previous owner kept it on the same mooring.

My partner (Sonia) and I don't venture too far afield. We like to cruise around Norfolk Bay, Bruny and Maria Islands mostly.

An Even dozen on Navigation – Tony Peach

Have you ever been on the water, out of sight of land and your chart-plotter decides to fail? You experience nights when it's blacker than an undertaker's raincoat. So here we are, no chart-plotter, stress has gone up a notch and still 4 hours from home berth.

Foul-weather, pitch black night, sea mist, these are the times that test the mettle. Some of us don't use mathematics in our professions let alone remember Pythagoras' theorem. Being presented with no GPS and in addition having to calculate complicated navigational algorithms could start the heart palpitating.

However, before you let the stress of the prevailing situation take hold, some adoption of old methods will guide you safely home. Firstly, and this habit should always be prevalent, whether the electronics are operational or not, keep a “good” lookout. Depending on your situation, you could shut down the boat, or lay abeam for a short period to take stock of the situation.

Many technophiles will laud the reliability of today’s marine electronics. My advice is not to believe them. I will not digress here, but there are many events that can cause your electronics to fail. How often have you been warm and cosy at home using your PC in a stable environment and had the screen ‘hang up’? Yes it happens so beware.

SUGGESTION ONE

Never leave port without paper charts of the areas you plan to visit. For the reasons that will become apparent if you read on, this rule should not contain any ifs, buts, or possibly.

SUGGESTION TWO

If you have a dog, and you may be surprised that a non-pet owner has experienced this, but Fido has significantly more acute senses. Whether it is their sense of small animals ashore, birds on the rocks, the sound of the surf on the beach, you will see a reaction from the pooch.

SUGGESTION THREE

Try waking the neighbours! Yes, sound your horn or fog alarm, then sit back and listen while counting. The sound vibration must travel to the cliff or front windows of a mansion, then it must return or bounce back to your ears. Now sound will travel at roughly 400 metres per second, so if the time you just recorded was say 4, that is two seconds to the cliff and two seconds to return to you, then:

$$=2 \times 400$$

$$= \text{cliff at 800 metres!}$$



SUGGESTION FOUR (Memory jogger)

To determine a nautical mile on a chart, remember to use the vertical axis (right or left border) for reference. One minute of latitude equals (almost exactly) 1 nautical mile. Don't ever use the longitude marks across the bottom or the top. If you do you may get into serious trouble. For example, imagine you are only a short distance from the South Pole. By traveling across several degrees of longitude, you may only move a few metres.

For reference there are 1852 metres, or almost two kilometres per nautical mile.

SUGGESTION FIVE

You will be able to navigate more accurately if you can estimate the distance to the horizon. We all know the earth curves, ask any astronaut. Because it curves, the higher your eyes are above the surface of the ocean, the farther away the horizon will be. I am sure you will remember that the square root of the height your eyes are above the water in metres times two will be the approximate distance to the horizon. Keep the following tabulation handy as a quick reference.

Eye level above water	Calculation	Distance to the horizon in Nautical Miles (Nm)
1	$\sqrt{1} * 2 = 2$	2 Nm
2	$\sqrt{2} * 2 = 2.8$	2.8 Nm
3	$\sqrt{3} * 2 = 3.4$	3.4 Nm
4	$\sqrt{4} * 2 = 4$	4 Nm
5	$\sqrt{5} * 2 = 4.5$	4.5 Nm
6	$\sqrt{6} * 2 = 4.9$	4.9 Nm
7	$\sqrt{7} * 2 = 5.3$	5.3 Nm

If, for example, your eye level when standing at the helm is 2 metres, then the horizon is 2.8 nautical miles away. You can judge your distance from an object by watching to see when it first appears on the horizon.

Let's say that you are heading toward Actaeons and in your cockpit your eyes are 2 metres above the ocean. The light is reported to be 7 metres above sea level.. When you first spot the Actaeon light with your binoculars, you can figure your distance away by adding your distance to horizon (2.8 nm) and the distance to horizon for the Actaeon Light (5.3 nm), resulting in a total of 8.1 nautical miles away from immediate danger!

To check that distance, bend your knees to lower your head a few inches. If the light disappears when your eye level is slightly lower, then you will know that your position is at the fringe of visibility.

SUGGESTION SIX

Many smaller boats (especially tenders) don't have their compasses carefully corrected, nor do their skippers carry deviation cards showing the compass reading for all the various headings. So, in fog or dark of night, how can they trust their compasses?

The best way is by using what navigators call "repeatable headings." In good weather, get out your chart while you are using the routes in your normal boating areas. Check the compass when you are on the normal course, and record the compass bearing on the chart. If you remember to do this for all the courses you normally use, should the need arise to find your way to your dock or mooring at least the compass will provide the data that is equal to the notation on your chart.

In poor visibility, you should then be comfortable you have the correct heading as long as your compass reads the bearing that you previously recorded on the chart. Even if it is in error, your compass will always read the same bearing for each heading.



SUGGESTION SEVEN



Old seafarers would frequently use their thumb as a safety tool. The rule was that you should avoid navigating closer to any hazards on low scale charts than the position of your boat separated by the width of your thumb. This amount of space keeps you well away from the hazards on a small-scale (and less detailed) chart and allows you to pass closer on a large-scale chart that shows all the necessary details for safe navigation.

SUGGESTION EIGHT

In reduced visibility or if you don't know exactly where you are, build a known error into your course. For example, when heading for a distant harbor that you can't see, steer a few degrees to the right of the proper course (assuming there are no hazards in that area, of course). In that way, when you reach the shore, you will know that you need to turn left along the shoreline to find your objective.

SUGGESTION NINE

If it is only your chart plotter that has refused to cooperate, then to assist with your position identification, you can use the underwater land (sea) marks.

Your chart is marked with the bathymetric contours, in most areas, these deepen gradually as you go farther from shore. By checking the depth of the water using your depth sounder or fish finder, you should be able to determine just how far your distance is from shore. If there are particular sub surface contours, that are 'safe to travel over', you may be able to very precisely determine your position by viewing the depth readings.



SUGGESTION TEN



Make sure your compass is working properly and carry a spare compass if you can. Don't put all your faith in your electronics, because they can point their toes skywards at the worst possible time. Make it a habit to have navigational equipment on board at all times. Once you have the tools aboard, it would be wise to re-learn or discover how to use them all. There are many members of CYCT that can assist you with these skill sets. Just ask around. Since you have been home schooling your eight year old grand child during the COVID -19 lock down, your math skill should be up to speed.

SUGGESTION ELEVEN

Assuming you are in the s

Southern h

Hemisphere, during daylight, but all electronics and compass, non-functional, you can identify north if you have an analog wristwatch That is one with an hour and minute hands, not a digital device. Position your wrist so that the timepiece is horizontal and rotate the dial so that the hour hand points toward the sun. The position on your dial that lies about half way between the hour hand and the twelve (12) will point north. Remember to compensate the hour hand position by one hour during the summer daylight saving time. Now you can set a course to the nearest chandlery where you can purchase a new



compass, chart-plotter or loaf of bread. With the bread next time on the water you could leave a bread-crumbs trail to find your way home!

SUGGESTION TWELVE

The following may be more applicable to power boaters, but if you know the normal speed your boat travels at with specific engine RPM, providing the tachometer has not also died, you could set the RPM for normal operating speed and be reasonably confident of your hull speed through the water. If you prepare a tabulation, when all equipment is working correctly, say at 1000, 1500, 2000, and 2500 RPM engine speed and record the through water velocity, then when the soup is in the fan for example you know that the entrance buoy to your destination is 10 nautical miles away and, at 1500 rpm, you are doing 5 knots. If you steer along the proper course, you will be at the buoy in two hours, barring current and wind effects.

Don't get lost!

Tony Peach

Our Foray to the Furneaux Group – Richard Philpot

At the prompting and encouragement of a couple of fellow W.O.B. members, I have decided to finally make a contribution to the Albatross, which provides us all with many inspirational articles and anecdotes. Our tale is from the perspective of a crew member who (except from her husband) has done a fair amount of local boating but has somewhat limited experience in voyaging further afield than the S.E. coastal areas of Tassie.

Our boat, Heather Anne, is a 40' steel sloop, built for comfort and strength rather than speed, and draws 5'6". We've owned her since 2002 and have loads of wonderful memories with family and friends aboard.

Approximately one year ago, we headed to Stewarts Bay (Port Arthur) for our annual get together with the family. Early on the morning of our departure from Ladies Bay (southern end of Stewart's Bay) the wind got up. We got up about 4.45am to check the 6 boats anchored in the bay. We were glad we did. The cruiser in front of us had dragged anchor and was only 1 metre from our bow and its tender was tangling into our anchor chain. Two other yachts were having trouble with a very large cruiser in front of them. We couldn't ship our anchor till we shone a spotlight through their cabin window to wake up the occupants of the cruiser in front of us. (We had let out more chain but were then getting a bit close to a rocky lee shore.) The spotlight strategy worked and captain awoke and shifted his boat over to the north side of the bay. We then went over and shone our spotlight through the large cruiser's windows and managed to wake those occupants up also so they could take action to avoid problems with the other 2 yachts. The cruisers, being lighter, had been skittering back and forth in the gale whilst the yachts were a lot more sedate and sitting quite nicely at anchor.

We had a reasonable passage past Cape Pillar to Maria Island via Fortescue accompanied by many



dolphins and the occasional albatross. We headed for Triabunna to plan the logistics of the continuation of our trip north. After studying charts, weather, tides etc., we phoned the St. Helens marine rescue (SHMR) and spoke to a very knowledgeable fellow who plied us with questions about our boat, proposed schedule,

Evening in Wineglass Bay



Mako shark weigh in

etc. We arranged to call him approaching St. Helens Island and again upon arrival at the rendezvous just outside of the bar at 6.45 AM (after a beautiful but very rocky, roly night at Binalong Bay).

Shepherded very ably by SHMR, (and exercising my new skills on the VHF radio, thanks to my WOB qualification) we were guided across the bar, past Pelican point, (which we cleared by 100mm on a good high tide) and across Georges Bay to the public jetty. We spent a very pleasant 5 nights at St. Helens. The SHMR volunteers couldn't have been more helpful or hospitable. We could observe the conditions at the bar from a

strategically placed camera relaying the footage to a computer in the SHMR office. Apart from a monetary donation to cover their fuel and some liquid refreshments, there was no other cost to use the jetty, top up our water tanks or use the public conveniences situated close by. Hardware shop, cafes and laundrette are all in close proximity.

Upon departing Georges Bay and farewelling the SHMR boat who once again saw us safely past



Pelican Point and over the bar, we set off for the Furneaux Group going past Eddystone Point and crossing lumpy, uncomfortable Banks Strait to our destination for the night, Forsyth Island, (a little island south of Armstrong Passage and Cape Barren Island). After leaving St Helens we had noticed a slight shudder/vibration in the boat

St Helens Jetty

whilst motoring. After internal checks it was my job to go over the side to check the prop. I discovered a strip of plastic about 1½ metres in length (wrapped in the prop), which we could have picked up in Georges Bay. It was with some trepidation I had entered the water to do this task after being told of the formidable currents found in the area and my vivid, recent memories of watching some 25 Mako sharks being weighed in at St. Helens 2 days earlier. About half a dozen weighed over 200 kgs and the largest was an Australian record of 356kgs!!

Kayaking some 500 metres to shore to walk on such a remote island, I wondered about just how many people had actually walked on such a beautiful island.

The following morning we went south of Clark Island, then up the west coast, (avoiding Armstrong Passage which Richard had visited a few years ago) to Badger Island to shelter there during predicted strong westerlies. Badger Island is west of Franklin Sound and is such a beautiful place, with lichen-covered boulders, large rock pools, white sandy expanses, Cape Barren geese, many various sea-birds and wallabies.



Badger Island

After 24 hours of ceaseless westerly gales our boat had dragged anchor to be a bit further off shore. Later we discovered it was due to sand over rock (which Flinders is well known for), which tends to tip the anchor from its downward pull to upwards after about 24 hours thus a controlled drag. Another yacht experienced the same issue when they were at anchor at Trousers Point Beach.

We enjoyed two wonderful days and nights at Trousers Point Beach over-shadowed by majestic Mt. Strzelecki. It's such an amazing location. A glorious place to explore, swim and kayak. We made use of a MAST mooring which we covered with 3 padded supermarket bags to stop the hard plastic hook from scratching our paintwork.



Mt Strzelecki

We had 3 nights at Lady Barron with the boat tied up to a MAST mooring, (there are 2 there). With different tides and winds our boat ended up sitting on top of the mooring several times.... The Furneaux Tavern was very accommodating with laundry facilities to use, ice room to refreeze our 10 litre ice block and nice meals to enjoy.

Richard had been to Flinders Island on a yacht delivery a few years earlier but

as I'd never visited before we spontaneously decided to hire a car which was only available for a few hours. Costing \$32 to deliver the car to Lady Barron and then a subsequent \$32 for them to pick it up again, we decided to drop the car off at Whitemark Airport. Walking down the road about 100 metres from the airport I was somewhat concerned about how to get 32 km to Whitemark and to Lady Barron when a car stopped and the lady offered us a lift.

We said "But you're heading the other way."

"Oh, that's ok. I'm only going to the airport and have plenty of time." We said that we were going to Whitemark, about 5kms away.

"Why do you want to go there? Nothing is open." (It was Sunday afternoon.)

"The pub is open and we're hoping to get some lunch there."

"What are you going to do after that?"

"I guess we'll just start walking towards Lady Baron." (32 km away)

"Why don't you borrow my car? I'm catching a plane to Hobart and won't need it."

"But how will you get back to Lady Barron?"

"Oh, I'll get my son to pick me up."

So, we turned the car around, drove back to the airport, dropped the very generous lady off and then had the use of her car. It was very handy to tote laundry to the tavern and back, and to provision the boat for our trip back to Oyster Cove. Having been there previously, Richard has always said that the Flinders Island hospitality and generosity are legendary!

Our trip from Lady Barron to Schouten Island took 24 hours- my first overnight passage. Crossing Banks Strait in uncomfortable conditions, I went below for a catch-up nap and whilst I was asleep Richard took the boat further east to reduce the infamous Banks Strait steep-sided waves and nasty currents. I came up on deck to another first for me - no land to be seen anywhere, (just a little unsettling). Eddystone Point was fogged in and later there was an electrical storm to be seen down Dunalley way.

We were due for a NE to SW change at 1am and were reluctant to drop anchor with the possibility of needing to shift in the middle of the night, so headed south down the east coast. I was surprised by how much you can actually see at night- towns along the coast, moonlight, and starlight shining on the water, phosphorescence etc.



As predicted, a rather nasty southerly change came through about 12.30am. The night grew very dark and sombre. Cape Tourville light was a comfort but going along the coastline, even somewhat out to sea, I decided that the waves were having an argument with the NE swell. The SE swell said, "don't forget me!" And the cliffs were saying, "We're the boss of you all!" Consequently, we were copping it from all sides. Right about then our motor alarm went off so we had to back off the revs somewhat and then

Boat baked bread

the alarm stopped, to our relief. We continued at a slightly slower pace.

It was a great relief to go through Schouten Passage to beautifully calm water about 7am, drop anchor and have some well deserved sleep. The alarm turned out to be an old raw water

impellor which was subsequently replaced.

Around 4pm we shifted the boat over to Passage Beach where about 5-6 CYCT boats were anchored. Crews were ashore for their get-together prior to their departure for the Furneaux Group, set for the following morning. We were only at the beach for a few minutes when they started packing up to go back to the boats. Someone quipped that it was not us but they had a very early start to head for Eddystone Point.



To sum up, we actually did very little sailing due to adverse wind directions, mostly motor sailing with the jib up or just motoring. We were away nearly a month, took our time and thoroughly enjoyed ourselves. We had eight nights visiting the Furneaux Group. What an amazing place! So beautiful and pristine, with hardly a soul to be seen – anywhere! And the water is a lot warmer too!

Seasoned traveller, Mindy

Albatross Island Pt. 2 - Kerry Johnstone

Thursday 25th January 1973. The island explored.



Our party. Ken Taylor and the film crew, Kate and scientists Bob Warneke Doug Dorward, David Milledge, Bob Green, and Gavin.

Kate and I spent most of the day exploring. The north in the morning and the rest of the island after lunch.

We spent quite a while in the albatross rookery watching displays, parents feeding chicks, chicks panting in the sunshine. Bob G from the Queen Vic. Museum caused chicks to vomit into a little bucket, pints of oil and some food - mostly fish mulch. He and David were banding the chicks in the northern rookery.

There are two other small rookeries each apart from the main one with many empty nests.. In the smaller rookeries there was a high degree of tick infestation.

Odd pairs of Sooty Oystercatchers around the coast were giving piping displays, a Kestrel and Sea-eagle appear occasionally and several Swamp Harriers fly by from time to time. Hosts of mutton birds and prions.

Little penguins clambered up the steep slopes and marched through the cave. Bob G, who rolled his sleeping bag out in the cave, was woken in the night by a penguin tugging at his hair.

Bob collected skinks by stunning them with a rubber band flicked from a distance.

We spent 10 days on the island, the film crew doing their job advised by the scientists and narrated by Doug. Kate and I spent evenings banding little penguins.

We photographed birds day and night, swam in the swell and bathed in a sheltered inlet which filled with sparkling bubbles when the waves crashed over the rocky breakwater. We snorkelled for abalone and crayfish. Despite Bill's assurances, we saw no crayfish.

Filming continued apace.

Wednesday 31st. Air Drop.

Radio contact until now was with Smithton and Bill Dart only, but was reliably established with Melbourne yesterday.

After lunch the plane came, piloted by Bill Vincent, made one pass low over the plateau, then several runs dropping an item each time. Newspapers, a few letters, parcels of meat, a bottle of brandy and two bottles of whisky, one of which smashed irretrievably to the great sorrow of all.



Friday 2nd
February. Last Day.
- Filming.

Morning was spent performing in the only scene in which we shall all appear - carrying firewood across the rocks at our original landing place. A time consuming occupation. News over the radio; we are to be ready to leave at

7am tomorrow so busy packing all evening.

Saturday 3rd. Albatross Island to Stanley.

A moderate NW wind blowing and a great swell coming in. The E inlet at the end of the corridor had periods of calm alternating with the "Big 3" every few minutes. It appeared impossible to get all our gear off there but we had to work on the assumption that we could. A walkway was constructed out over the rocks. The Gaylar arrived at 1000h with Peter Dell (ABC Programmes) and Chris Parsons (head of BBC Natural History Unit) on board. Soon the dinghy was down and the hard work of carrying gear down and ferrying it out to the Gaylar began. Keith the cameraman hid in the cave until the boxes containing the film were safely on board. War games with left over tins of herring in tomato sauce between shore and dingy, mostly landing in the sea.

We head out to Black Pyramid. Keith, feeling queasy in the swell, was supported by two men while he filmed our circumnavigation and the gannet colony on Black Pyramid.

Ashore at dusk and on to the Bridge Hotel in Smithton where a late dinner was waiting. With no time to shower change or we were quite an attraction for the smartly dressed patrons who had come in to town for their Saturday night dance.

Quite a party developed however, which was still in full swing well after midnight.

Many sore heads next morning but everyone was up surprisingly early and back to Stanley to

collect our gear from the Gaylar before catching our flight out of Wynyard where more whisky drinking continued apace. Bill handed us all a fish and a crayfish.

We learned a year or two later that there had been a fire on Gaylar and Bill was badly burned. He died soon after. He was a fabulous character.

As far as I know, the film was lost in the Victorian bushfires in the 1980s when it tore through Mt. Macedon and Ken Taylor lost his house.

This film did mark the establishment of the ABC's Natural History Unit at the Rippon-Lea Studio in Melbourne from which many good films came.

Wooden Boat Connoisseurs – Paul Stephanus

Wooden Boat Connoisseurs, we have news!

Expressions of Interest for our **Boats Afloat program** and **Registrations** for our **Boats Ashore program** will open on **FRIDAY 15 MARCH 2020 at 9am AEST.**

That means it's time to slap on one last coat of varnish and photograph your pride and joy. Expressions of Interest and Registrations will be accepted via our [website](#) which you might notice, has had a little upgrade itself.

Considering what our country, and the world has been through over the past three months, you are probably wondering if the 2021 Festival will look a little different to previous years.

Of course, in an ideal world, we hope the spectre of Covid-19 will be far behind us by then and that the Festival will be as busy and bustling as it always has been. But we cannot be complacent. While restrictions slowly lift, we must continue to err on the side of caution.

The Festival team is simultaneously planning for a re-imagined Festival that adheres to ongoing restrictions and safety measures, while still remaining true to the Festival's spirit. With any luck, we'll be in a much better place and won't need to activate this response. But I promise you this: no matter what form the event takes, it will be a joyous occasion where we will come together to share stories, learn new skills and celebrate our maritime heritage.

In the coming months, I look forward to sharing the exciting projects and people who will be joining us next year. In the meantime, highlight March 15th in your diary and prepare those EOIs!

Kindest Regards,



Paul Stephanus
- AWBF General Manager, Cautious Optimist

Yottie Flags – Dinah Jones

A Alfa		Keep clear; I don't know the rules.	N November		I have a hangover; do not sound your horn.
B Bravo		I am on fire and don't have insurance.	O Oscar		I require help with my taxes.
C Charlie		Will trade rum for ice.	P Papa		I know the answer is blowing in the wind, but what's the question?
D Delta		I am aground and require bourbon.	Q Quebec		My vessel is healthy and I request free shipping.
E Echo		I am altering my lifestyle.	R Romeo		I am out of beer and require immediate assistance.
F Foxtrot		Will be back in 30 minutes.	S Sierra		Can't you see I don't know what I'm doing?
G Golf		I'll alter course if you will.	T Tango		Why do fools fall in love?
H Hotel		I have a pilot on board and can't afford him.	U Uniform		I can't dance to that music you're playing.
I India		Frigging in the rigging; stay away.	V Victor		My other boat is way nicer.
J Juliet		My jib is bigger than yours.	W Whisky		I am over-insured; please ram me now.
K Kilo		I wish to communicate by text.	X X-ray		This is not my spouse.
L Lima		I have a pre-existing condition.	Y Yankee		I am in distress and require a sedative.
M Mike		My vessel is stopped and I'm taking time to smell the seaweed.	Z Zulu		This is harder than it looks.

© David Bell 2017

Women on Boats – Tracey Taylor

The WOB meeting for May used a new format and was a terrific success..

Food provisioning was covered by De Deegan, building upon her previous WOB session several years ago and her recent article In the Albatross.

De, together with 24 WOB participated in our inaugural Zoom meeting. The format was clearly outlined prior to the meeting, allowing an easy flow and everyone had the opportunity to be involved. The Zoom app provided a m convivial, visual, virtual meeting, executed to everyone's satisfaction

Expanding upon her Albatross article, De's focus was provisioning for a trip to Port Davey. Important elements to consider Included :-

Suitable storage within the Vessel, ensuring all cooking equip was audited for usefulness, menu planning, keeping a list of foods and updating what has been eaten to ensure easy management of stores, having treats and a few good stand by meals already prepared. Also a few great Ideas for pantry inclusions were shared, Including homemade preserved Lemons, Include a Brownie & a fav cake mix, Chocolate mousse Sachets, tinned steak and kidney pie, LL Cream. Consider sprouting Mung Beans and other seeds to give fresh crunch to salads etc. Make sure to take your Soda stream and Yoghurt maker aboard.

Best practice for Food storage tips were shared amongst the group. Rubbish, composting and recycling were discussed, with the favourite method of crushing plastic scraps into 2 Lt milk bottles with a persuader (a piece of suitable dowel) a most useful tip. Double bagging and compression, removing air, and can crushing are all valuable space saving concepts.

If you are going to Port Davey, Its great Idea to take some extra fresh fruit and vegetables to donate to the Volunteers working there. Best to do at the start of your trip, when still plentiful!!

It's obvious there are a lot of experienced provisioners within the group. It didn't go unnoticed that many of the strategies we have used onboard, have held us in good stead during this COVID-19 Lockdown duration.

It was great to see some new participants able to join In using this format and especially to see Kim Brewer tune in from NZ. Overall there was a general pleasure at seeing WOB friends again. I Think I can safely say we have missed our friends and regular meetings.

We plan to host another Zoom meeting next month. If you would like to join In, and are not already on our WOB Zoom list, please contact me on stellabird@outlook.com.au

Looking forward to catching up In person. Enjoy the new freedoms. Cheers, T T

Off Center Harbour - sent from Chris Palmer

8 weeks Friends & Family Membership

They currently have a very attractive offer of eight weeks membership for US\$5:00 - se email below. I imagine a number of CYCT members would be interested

Members have been sharing the 8-week "friends & family membership" (below) and it's been helping a LOT of people cope. Thank you! *

So we're going to amp this up, and suggest the following two ways you can help spread the word about the 8-week membership:

1. YOUR FRIENDS IN HIGH PLACES:

Many of you have asked us if your yacht club, marine retailer, and local newspaper, etc. can share the offer with their lists/readers/customers.

The answer is "yes", and you can [CLICK HERE](#) to tell us the people who you think we should contact to share it with their bigger list. Just [fill out the info here on this form](#) and we'll take it from there and contact them with the link.

2. FORWARD THE LINK YOURSELF:

You can also forward this link to your friends, family, boating club, etc. by copying and pasting the following link and description into your own email:

[Off Center Harbor Membership](#)

[CLICK HERE to get an 8-WEEK MEMBERSHIP for only \\$5](#)

(Off Center Harbor is a premier boating video website with over 1,000 videos and articles)

Thank you for helping us spread the word — we know this is providing many moments of peace and inspiration amidst all that is going on in people's lives as we isolate.

EXTRA GIFT:

When the 8 weeks is up, we'll also upgrade these folks to an optional annual membership at 50% off and include a free hat. This upgrade is completely optional, and they can cancel

at anytime to prevent the upgrade. If they forget to cancel, and they get charged, no worries, they can just ask and we'll refund them promptly.

RE: GIVING THE \$5 MEMBERSHIPS AS A GIFT

For the time being, we're just going to provide the link above and let you work out any gift arrangements with your friends and family (promising a margarita together when that is possible?).

THE BACKSTORY "WHY?"

In case you missed it last week, here's the reason/backstory on why we're doing this:

If there's one thing that we hear OCH members say again and again, it's this (and we're hearing it every day now, multiple times):

"When I'm stressed or worried or my mind is racing, I watch a couple of Off Center Harbor videos and all is right with the world again."

Our location in rural Maine, and the digital nature of our website memberships, are giving us a unique ability to continue providing the full experience that members have come to appreciate. We are doing all we can to provide this experience to as many people as possible at the lowest possible cost, while also being prudent in making sure our business remains seaworthy throughout the oncoming storm. It's a delicate balance for a very small company. *

HIGH SCHOOL STUDENTS & THOSE IN NEED

We have been signing up groups of high school students, some of them with scholarships provided by Off Center Harbor members. We'll fill you in more on that soon.

If you know of someone who has just been laid off or cannot afford the \$5, or if you know

that a gift is the only appropriate approach for someone, please reply to this email with their name and email address and we'll make sure that they get a membership.

Warmest regards and stay safe,
Steve Stone, Co-Founder

** We'd like to openly acknowledge that your help in spreading the word about these 8-week memberships will probably benefit Off Center Harbor as some of the new members continue on with us into the future. After thoughtful consideration of this, and upon the encouragement from OCH members, we've gone ahead with this program because we believe that it will provide many people with much needed relief and moments of joy in this historic period. It may also provide OCH a small buffer against the downturn ahead that will affect everyone, thus making OCH stronger for all members.*

Cruising Yacht Club of Tasmania Minutes of General Meeting

No meeting Due to COVID 19

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CYCT Members Buyers Group.

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62728533

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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.

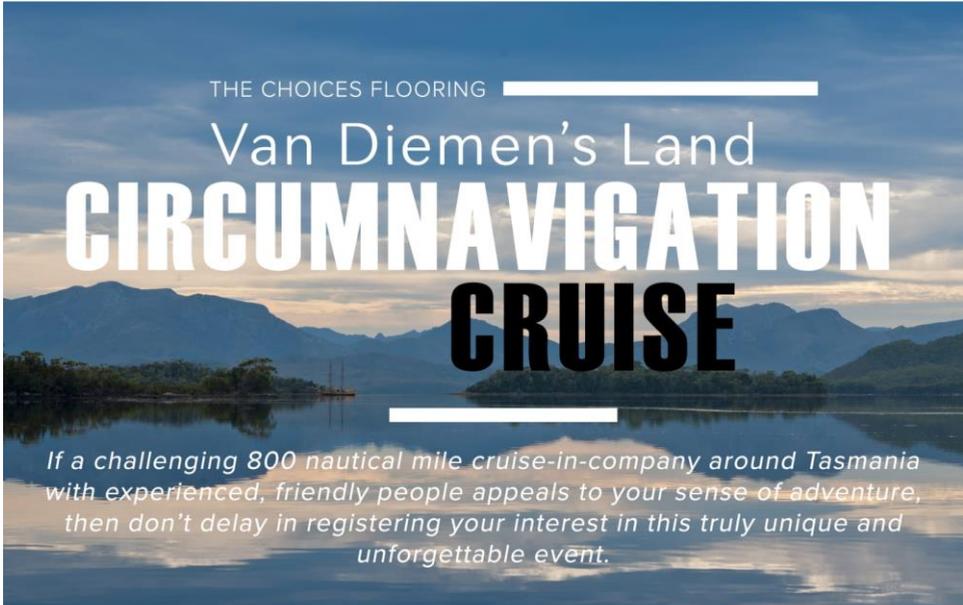
Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8-inch chain. Simmonds Bay mooring is for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

When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.



THE CHOICES FLOORING

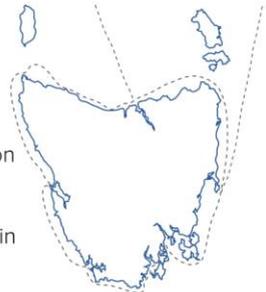
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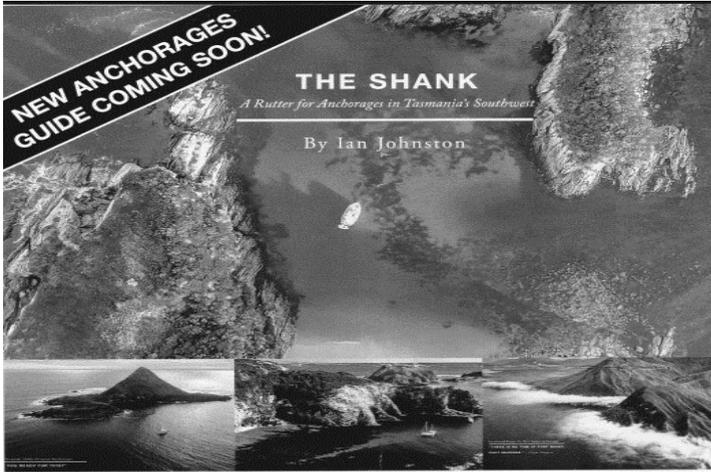


For bookings or
more information

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– Paul Cullen, Director, Australian Wooden Boat Festival



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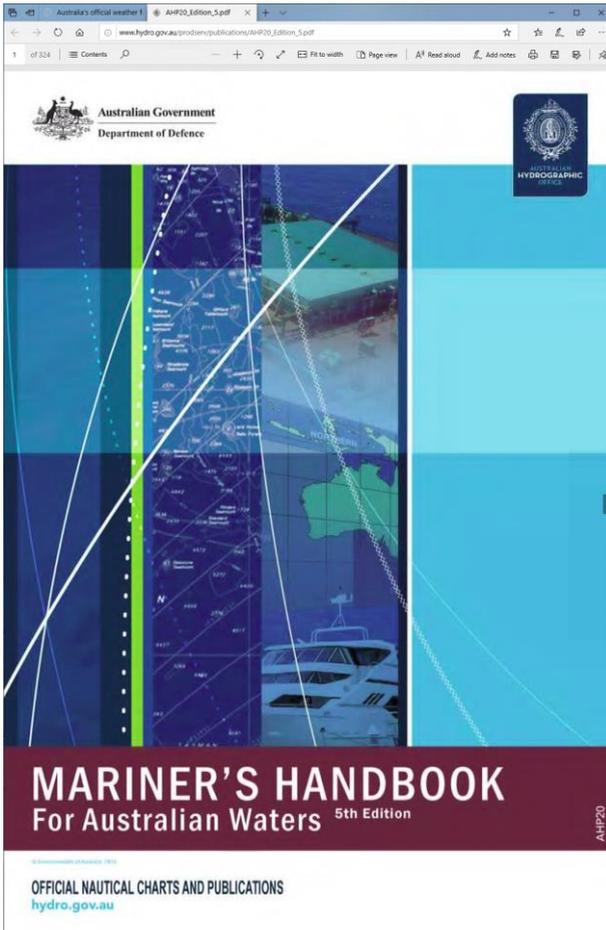
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

http://www.hydro.gov.au/prodserv/publications/AHP20_Edition_5.pdf

The Handbook is mainly aimed at commercial vessels, but it gives an enormous amount of information of value to cruising yachtsmen. Well worth a download!

Regards,

Andrew Boon
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