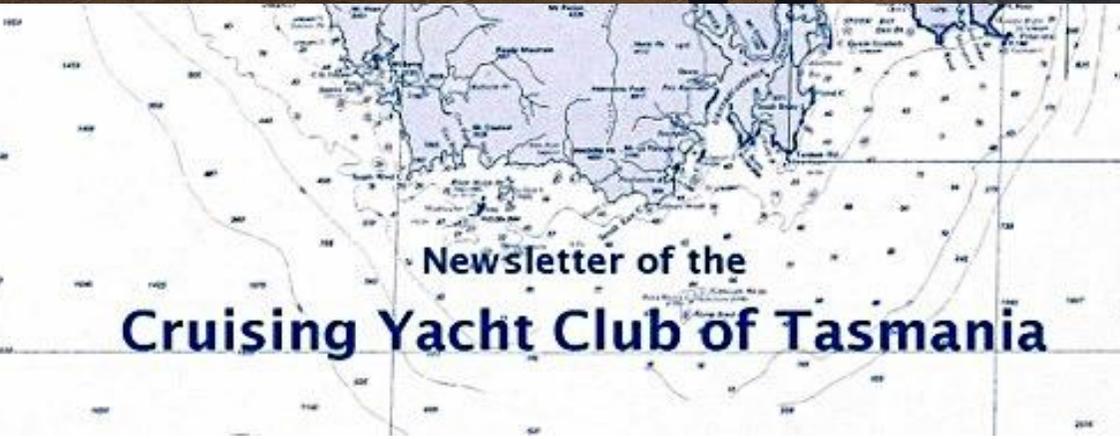




# Albatross

Volume 46 No.8 September 2020



Newsletter of the  
**Cruising Yacht Club of Tasmania**

**PO Box 605 Sandy Bay TAS 7006**  
**cyct.org.au**  
**Committee Members**

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<b>Vice Commodore</b> Tony Peach	0419 383 875	<i>Westwind of Kettering</i>
<b>Rear Commodore</b> David Bowker	0418 136 493	<i>Duet</i>
<b>Treasurer</b> Shona Taylor	0403 249 529	<i>Easting Down</i>
<b>Secretary</b> Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
<b>Editor <i>Albatross</i></b> Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
<b>Committee</b> Ian Barwick	0419 007 606	<i>Willyama</i>
Andrew Perkins	0419 375 500	<i>Amodet</i>
<b>Membership Officer</b> David Mitchell	0419 565 786	
<b>Warden</b> Chris Creese	0400 520 588	<i>Neptune</i>
<b>Webmaster</b> Paul Kerrison	0429 999 911	<i>Irish Mist</i>
<b>Quartermaster</b> Elizabeth Helm	6229 3932	<i>Intrepid</i>

**Life Members**

Erika Shankley    Dave Davey    Chris Creese    Kim Brewer    Andrew Boon

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**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](mailto: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 20<sup>th</sup> (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. 23

**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.**

## Editorial – Fiona Tuxen



I do apologise to all members for the delay in posting the Albatross this month, but I was otherwise engaged in some ill health.

Back on board, not yet firing on all cylinders, but doing my best.

I thank again, our contributors each month and remind you that any news is better than no news. Please keep it up.

There will be no report from our Rear Commodore, David Bowker, due to the fact he is out of the country.

<b>CYCT CALENDAR</b>	
<b><u>September</u></b>	
Tues 1st	CYCT Annual General Meeting 7.30pm upstairs RYCT
Sat 5th	Annual Dinner RYCT Dining Room. 6pm Drinks Bookings Essential via Website
Tues 15th	Committee Meeting RYCT Board Room 7.30pm
<b><u>October</u></b>	
Tues 6th	CYCT General Meeting 7.30pm upstairs RYCT
Thurs 8th	Winter Forum
Tues 20th	Committee Meeting RYCT Boardroom 7.30pm

## Commodore's Report – Richard Taylor

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With this my final report as your Commodore of our CYCT it is my sad duty to inform you of the passing of one of our stalwart members, Jim Groves. He and his wife Pam joined our club on the 15th February 1999. Jim was a boatbuilder by trade and did his apprenticeship with Jock Muir. He started out in Tamar dinghies, building his first one in his bedroom at 17 years old, his latest yacht was Alkira, he used her frequently and always kept her in immaculate condition. I believe his boys have taken her over and I hope they and their children can enjoy the fond memories that Jim would have left behind.

Jim was a very experienced and modest yachtsman who would help anyone at anytime, Jim and Pam were our neighbours in Kettering and introduced us to the CYCT in May 2013, he will be sadly missed.

My time as Commodore has been satisfying with some successes together with some failures, my executive team and committee have been very supportive of my vision to keep our club focused and cohesive as possible whilst curbing my enthusiasm somewhat. I must take this opportunity to thank them for their efforts in making this club what it is today, to those who are retiring I hope you can get your Tuesdays back.

I feel that our achievements over the last few years have made our club a lot stronger financially, provided a better home base with security of tenure, creating a new web site, updating the constitution, preparation and publication of a club media policy and media statement, compiling a comprehensive cruising calendar, providing interesting guest speakers and special guests, together with growing membership with a high retention rate.

The arrival of this pesky Covid 19 was not on our agenda and provided some testing times. Unfortunately, our club, as almost every other club and most businesses in Australia was put on hold, although our committee still met remotely and monthly to plan and run the club as best, we could.

In consideration of this and wanting to provide our current members with some small benefit our committee agreed to provide a reduction of 50% in their annual fees.

We hope that this helped just a bit and that we can maintain the club's enthusiasm into the future when all this is behind us.

After the lockdown our first informal cruise to Quarantine attracted some 26 boats and 63 people, it just goes to show the enthusiasm is still there.

With the elections of office bearers at our AGM to be held on Tuesday 1st September I urge you all if you can , please come along to either support the nominating candidates or put your hand up to help run the club and take on a position.

Remember that the club is only what we make it.

Our agenda at the AGM also includes some exciting news regarding the Port Esperance Sailing Club, come along to find out what could be happening.

On Saturday the 5th September we are holding our Annual Dinner at the RYCT, a somewhat scaled down version of last year's effort.

More details our on our website.

Our guest speaker is Lia Morris, the CEO of MAST, her topic I am sure will have some bearing on how we can enjoy our boating just a little more in our beautiful cruising grounds of Tasmania.

Our member Ian Johnston will later in the evening make a presentation of his latest book, complete with drone videos of our rugged and majestic south west Tasmanian coastline.

Bookings are essential for our Annual Dinner, please use our website to register, any special dietary requirements please notify the RYCT directly.

If you have any queries, please ring me as our Rear Commodore is overseas.

I wish the incoming office bearers every success in the coming year with the knowledge that I will always be available to provide encouragement or assistance whenever possible.

Finally I must thank all the members of our club who have contributed, attended, promoted, debated, purchased, travelled, donated, worked, volunteered, written articles, cleaned up, made available their houses, trips to the post office, dragged suitcases up stairways, you have done the club PROUD, well done !!!!, but most of all it has made me look good. I have thoroughly enjoyed the privilege and the opportunity to do the job.

My best regards

Richard Taylor

Commodore.

## Vice Commodore's Report - Tony Peach



Probably by the time you read this, the CYCT will have completed its Annual General Meeting and you will have a replacement Vice Commodore. May I wish that person all the best for the coming season and look forward to their new ideas for cruising.

There are no cruises to write about, but at the time of preparing this report, fifty-eight (58) people and thirty (30) boats had registered for the Port Esperance cruise.

COVID-19 placed a large dent in the 2019-2020 cruising calendar, but as can be interpreted from the numbers planning to attend the Port Esperance cruise and the twenty seven (27) boats that joined in on the Quarantine Post COVID-19 lockdown cruise, it appears to me that the majority of members want to "cruise in company".

Following is a summary of the CYCT cruises that were conducted during the 2019-2020 season (I hope COVID-19 and the weather do not damage the Port Esperance cruise statistics as it is yet to conclude at time of writing). My thanks to all those who volunteered to act as Cruise Contacts.

<b>CRUISE</b>	<b>BOATS ATTENDING</b>	<b>CRUISE CONTACT</b>
<b>Great Bay</b>	1	Nil
<b>Open Day</b>	20	Richard Taylor
<b>Great Taylors Bay</b>	16	VC
<b>New Member's Cruise</b>	18	VC
<b>Safety day</b>	17	Ottmar Helm
<b>Norfolk Bay</b>	12	Steve Boulton
<b>New Year's Eve</b>	19	VC
<b>Louisa Bay</b>	6	Ian Johnston
<b>Southport Night Cruise</b>	14	VC
<b>Preamble Norfolk Bay</b>	10	Steve Boulton
<b>Extended East Coast Cruise</b>	16	VC
<b>Labour day Cygnet</b>	4	Brendan Boon
<b>Quarantine</b>	1	Nil
<b>Port Cygnet</b>	4	Brendan Boon
<b>Post Covid - Quarantine</b>	27	VC
<b>Port Esperance</b>	30	Tolly & Jo Jaworski & VC

During the past year I have touched on several safety items, including radio use, crossing bar ways, fire extinguishers, reliance on AIS, but the most important safety facet is forward planning. Without this, anything could occur. With good common sense, combined with forward preparation and contingency plans, you should be able to enjoy your cruising. However, having said this keep in mind that there are more and more boats on the water with less and less associated skipper skills.

May I wish you all safe cruising for the future.

Tony Peach  
Vice Commodore

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**Membership Officer's Report - David Michell**

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**Membership officer's report**

Well by the time you get to read this, the August cruise to Port Esperance will have occurred and all going well for myself, I too will have partaken in this cruise. My first such activity with the club beyond our regular committee meetings and the one (so far), General meeting which I was able to attend in July. Obviously we were scheduled to have a meeting in August but alas due to the weather and a power outage that occurred this had to be cancelled at short notice. Oh well, I guess in one sense a reflection on how 2020 has transpired for all of us.

On a positive note, continuing on from last month, I would like not only to have welcomed our recent new members but also report that I have received two further applications to join the club and look forwards to being able to introduce them at a club meeting soon. Welcome, Steffen Koltoft and Noel Cook.

On a further note, while it was sad news to learn that the 2021 Australian Wooden Boat festival has been cancelled, as a result of complications from holding such an event given the issues re Covid, that at least we all can look forwards to the beginning of Sailing Season, with the sail past to occur on 3 October. As always this is a great day out on the water, the colour and spectacle of so many boats with the burgees and flags flying high. As always, I am sure many CYCT members will be keen to be involved in this tradition. I certainly intend to do so, although on which boat is yet to be determined.

I will have more to say about two further members matters in the October issue of the Albatross, assuming I am still the Membership officer (I suspect I will be following the AGM), re the New Members Cruise and also preparation of the 2021 Membership Directory. On that last aspect, can I please request that any members who have changed their address, or contact details or boat that they check their entry within the club's website. I will of course do my best in preparing this next directory but I must admit, I may not be aware of all that might have happened across the year, since the last issue of the Directory was prepared late last year.

**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.

***Nautilus III***  
Steffen & Sally Koltoft

***La Vie Nouvelle***  
Noel Cook

**WELCOME TO NEW MEMBERS**

***Sequoia***  
David V Mitchell & Jannine Chin

***Brambletye***  
Prof. Rupert Maclean & Michiko Innoue  
Lisa (Daughter) & Amie Maclean (Granddaughter)

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.

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**New Member Directory from Nov 2019 – 2020**


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<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>Carpe Diem Infinity</i>	Bob and Emily Dundabbin	0418 384 194
<i>Gypsey Rose</i>	Jeffrey Reeve and Sonya Tegg	0418 319 728
<i>Sequoia</i>	David V Mitchell & Jannine Chin	0427 054 867
<i>Brambletye</i>	Prof.Rupert MacLean & Michiko Innoue	0478 655 335

**New Member Bio – Nautilus II | Steffen Koltoft**

As far as our sailing experience goes, not much at all, we bought the boat the end of January last year the first and only one we have ever owned and got our licenses the weekend after, we did extensive work on the boat at the time, it was not in a very good shape, but we are almost done, just davits to go. Photos attached



Kind Regards  
Steffen Koltoft

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## SV Rhona H visits the CYCT ISO Recovery Cruise – Julie Porter

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CYCT members Julie Porter and Charles Burns thought it was time to take the Rhona H out for a full day cruise to enable the crew to celebrate the opportunity to sail again.

The “Rhona” was built in 1942 by renowned shipwrights Ned Jack as a gentlemen’s recreational fishing vessel with a ketch rig. She was then transformed into a commercial cray boat around 1946 by Max Hardy, but still rigged to sail. 1988 however was significant as it was the year, she was converted to her current topsail ketch rig ready for sail training and charter work.

Fast forward to 2014 and it was then that Julie and Charles, both tall ship sailors, purchased the vessel and established Heritage Sailing Tasmania, a Not for Profit Sailing association focussing on traditional sailing, marine conservation and health promotion.

As members of Tall Ships Australia and New Zealand (TANZ), they are able to present a TANZ medallion annually if there is a crew member deserving and meeting criteria for the Award.

This year, mostly due to COVID-19 restrictions, the Award was yet to be presented. The first full day sail seemed a great opportunity more so, when we discovered the recipient’s father had been a long-term member of the CYCT prior to moving away.

The award was presented to Stuart Gifford, a Taroona High School teacher; his father who many members will remember, is Mr Alan Gifford. Stuarts citation included:  
“Dedication and commitment to volunteering on the SV Rhona H over a period of four years. He is a Director of Heritage Sailing Tasmania, represented Australia at the Sail Training International Conference in Spain after being awarded a STI bursary, has mentored new crew and supported other ship mates in achieving maritime qualifications whilst still towards his own Master <24 metres. The award recognised his contribution whilst he dealt with some significant health challenges, including a severe snake bite (he is also a member of Reptile Rescue) whilst assisting a colleague.”

It was significant for Stuart as one of his goals for the Rhona H is to extend our cruising activities; highly fitting that the medallion was presented at CYCT event and a photo opportunity with Commodore Richard Taylor.

Many thanks to the CYCT for allowing us to present it in this way.

Julie Porter  
SV Rhona H

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## An Odd Cure for Depression – Stuart Mears

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This little tale was published by The Coastal Passage a few years back. In a sense it's an airing of a sailor's 'dirty linen'; an adventure or misadventure that some might consider to be irresponsible stupidity.

In my defence, the events took place in 2001 when my state of mind was ...shall we say...compromised.

In speaking of this I have no wish to portray myself as any kind of expert on the matter of heavy weather and storm survival at sea. I am a sometime coastal sailor and no expert on storm survival. Apart from this incident I have little experience of storms at sea and extreme conditions scare the crap out of me.

Only part of this anxiety is related to the fact that my 10m wooden sail-boat is 82 years old and like ones aged, delicate Aunt; you don't go demanding that she bench press 145 pounds. Press too hard and something is going to pop.

Upon this occasion I was on my own. No one knew of the plan to up-stakes and sail 600nm to Tasmania. Irresponsible as this may seem, at no stage did I contemplate seeking help, nor in fact did I even possess a VHF radio to do so. Suffice to say that I was groping around amid the collapsed basement of my prior life, all the while suffering a raging case of clinical depression.

As matters transpired, on route to Tasmania, the Sydney to Eden leg was uneventful. In Eden I sat out the passing of several cold fronts awaiting a weather window. After several fronts came and went in rapid succession, a window emerged. To be sure I quizzed a local fisherman. "You'll be right mate. You'll have light northerlies till Thursday"!

It was Monday.

Even though meteorology forecasting has improved greatly in the years since, Bass Strait is notoriously one of the locations that seem to 'make' weather. Beyond that conjecture I have no idea why what actually happened was so radically at odds with the forecast. All that I do know is that after passing Gabo Island during a pitch black night on that evening of my departure the wind began to pick up. As the sun descended into the late afternoon, the northerly freshened to 25kts gusting higher and meanwhile the seas were developing in a characteristic Bass Strait manner.

I had a nasty premonition.

Sailors know all about the topographical features that make Bass Strait interesting: depths rising from 2000m to 100m odd; underwater canyons; currents and fetch unimpeded all the way from Africa. Square rigged ships captains avoided the Bass Strait transit for good reason.



Bass Strait

Anyhow by mid-night the wind picked up to 35-45kts. Thoroughly alarmed, I doused the mainsail and changed to #4, one size up from the storm jib. Soon even this is too much. She is going too fast and spearing into the bottom of troughs.

By 0200 the wind has steadily increased to God knows what. All sail is off. Periodically, boarding seas fill the cockpit to the wash-boards. With hands shaking I deploy the sea squid device on 100m of braid line and a short length of chain. The drogue is purposed to keep the vessel longitudinally oriented to the seas which by this stage are breaking all around. But even with the drogue deployed she's doing six knots down- wind under bare poles.

Despite the wild seas she maintains a steady track with no hand on the tiller. Tomorrow I tell myself ...I will decide what do. The hours from 1800 until mid-day next day were the worst of my life. Wet and cold, the first grey streaks of light made visible for the first time the appalling sea state. I could not look, so terrifying was the sight of seas breaking horizon to horizon; all the while the roaring shrieking of wind and the mad clatter of halyards.

Velella having a long keel will heave-to quite nicely in ordinary circumstances. But heaving-to as a storm tactic in these conditions, I believe is an invitation to being rolled back on the rudder. As much as I can barely think at all, I figure that it's best to keep the boat moving forward to protect the rudder. Most of the rescues from yachts in Bass Strait seem to involve rudder damage and my conjecture is that this results from being rolled back down a wave while hove-to.

Next morning and way off in the distance a huge wave is spotted, like some kind of netherworld tsunami, dwarfing everything on the horizon. God in heaven! The odd thing that doesn't seem to compute is that this monster is coming from a different quarter to the following sea. I watch this wall of water advancing rapidly towards me, frozen in horror. There is zero chance of

getting over it or being pulled through it via resistance from the drogue. This drogue is nowhere near powerful enough to hold the boat from falling down the wave face.

I don't remember much beyond this point. I remember the heart in the throat feeling of the boat going up the near vertical wave face. My next recollection: a nanosecond that seemed like an eternity, was one of being underwater beneath the boat, coming to the surface looking up at the cockpit sole directly over my head. In that frozen fragment of time as eight tons of wooden boat is inverted above me, a shaft of sunlight penetrates the water. I think: "how amazing is that?"

That's all I remember.

Later from what felt like broken ribs, I figured that I had been projected bodily into the boom, which survived intact. But the boom gallows upon which the boom and mainsail were lashed was wiped from the deck. The rig survived but the masthead navigation light detached, swinging from the mast head by its wire. The boat must have gone over 180 degrees. But from this point she exploded back up. At least that's what I think happened.

Somehow, I got back on board although I have no recollection of doing so. Amid the carnage down below a foot or so of water was sloshing over the cabin sole, amid sails and gear. Two port- holes port and starboard side were broken along with the skylight smashed and the main hatch cracked through. One of the round portholes on the starboard side was penetrated from the inside by a cordial bottle that exited the fridge on the port side and remained buried in the glass. Cutlery was embedded in the cabin roof. Ground tackle came up out of the bilge onto the pilot berth. But she was still afloat. To my surprise I was still in the sentient world... although I thought: not for long.

But the most serious damage was the mainsail track that had broken away from the mast up to the spreaders. The mainsail was out of action. Sea water flooding the engine had trashed the alternator. But the batteries were dead anyway and the electric pump had long since given up the ghost. Through all of this the boat had been leaking badly. One of the two manual bilge pumps had to be manned every 2-3 hours.

The forces imposed by the weight and momentum of breaking seas hitting a boat in these situations are extraordinary. It can be the case that the boat falls, beam-on out of a wave where the point of impact is the topsides, deck and cabin connection. The effect can be to separate the cabin/deck connection which is apt to cause rapid flooding.

Upon one of several occasions while below, the tell-tale hissing of a breaking wave could be heard advancing on the boat. Braced for impact I am nonetheless flung across the cabin head-first into a bulkhead just as a fire hose of solid water bursts into the boat from the closed main hatch and the broken sky-light which had been covered and lashed with a sail bag.

On another occasion I sensed an ominous change in the orientation of the vessel. Despite the drogue, she is beam on to the seas and dangerously exposed. How can that be?

It's curious how brain function slows down. The problem I eventually conclude must be on the fore deck. I began to dream in a state of semi wakefulness, imagining that someone was with me on the boat. Amid the furious clatter of rigging against the mast and the shriek of wind I can hear my crew person talking. The illusion somehow doesn't seem odd or out of place.

Every foray forward has to be planned. What gear will I need? Where will I attach each tether? Handhold by handhold, there's plan to make it between cockpit and fore deck? If washed overboard the chances of getting back on board are slim. The boat is regularly swept by a boarding sea; the hope is not to be exposed on deck when this happens because being swept to the extent of the tether probably means overboard. Only on the fore deck does it become apparent that the change in the boat's orientation is caused by jib having been washed out from its lashing under the dingy and overboard. It's dragging the bow around beam on to the seas and exposing the hull to a knock down. Recovering this sail is exhausting, but once achieved she resumes her safer: stern to the sea's orientation. The drogue while not powerful enough exerts enough drag to prevent surfing and a broach.

Hull design has a bearing on the vessel's capacity to skid downside-ways down a wave face thereby dissipating part of the wave energy. Classic sailboats are generally less beamy and therefore well suited to skidding beam-on down a wave face. On the other hand deck formations that present an extended lip to the seas, serve to trip the vessel preventing the skidding motion, aiding and abetting a 180 inversion of the hull from which the vessel is unlikely to emerge with the rig. Excessive beam combined with a low LPS (limit of positive stability) is also conducive to maintaining stability in an inverted state.

It transpired that the first knock-down was the worst but as events unfolded, only the first of seven knock downs which subsequently put the mast in the water over following days and nights. On Thursday by which time the wind had abated sufficient to resume sailing, we were 20 miles east of Flinders Island. But the wind abruptly died, to be replaced by an ominous oily calm.

What followed within a couple of hours was a violent south west front accompanied by an electrical storm, the likes of which I have never before experienced. The wind strength was higher than the northerly gale which preceded it. This soon kicks up a hugely confused sea. I conclude that I cannot make it to Tasmania and decide to reverse course and head north back to Eden.

But any hopes for some kind of respite from the wild weather were soon put to rest. With the #4 the boat was soon surfing with the hull out of the water to the chain plates and the sheet rope 'welded' to the winch drum and groaning with stress. I couldn't release it. With what seemed to be no more than a touch of the rigging knife, the sheet parted with a crack like a bull whip. The sail then proceeded to flog so hard as to threaten the rig before I could get it back on deck.

Days later and all the while under storm jib, I limped back into Eden several kilos lighter and amazed to be alive. I learned a few things from the experience.

I discovered that the boat would steer herself under a variety of conditions. After settling her down under storm jib with the gale on the stern quarter she would hold her course.

The experience reinforced the notion that electronics won't get you out of a jamb like that. In fact, should help be sought in a situation like this, events could easily slip from the skipper's control.

I had at that time a basic hand-held E-Trex GPS. At one point with the only light from a dwindling torch; for no more than a second I let go of the unit and with the violent motion of the boat, it was lost in the pitch black of the cabin. The cabin sole was a mess of sails and drogue gear amid several inches of water sloshing over the floorboards. How the E-Trex ended up in the bilge I will never know; but there it was bobbing around full of sea water. Miraculously after flushing with alcohol the E-Trex powered up and gave me a position.

Possibly the most instructive part of my Bass Strait education was in the efficacy of drogues.

I subsequently discovered the Jordan Series Drogue. The JSD is the brainchild of Don Jordan, a retired aeronautical engineer, in response to the fatalities that were the result of the 1979 Fastnet disaster. In Don's opinion the JSD is a piece of gear that every sea-going small sailboat should have. I can but humbly agree. Don Jordan was an aeronautical engineer, who worked for Pratt and Whitney, eventually retiring from his position as chief engineer. He was also a senior lecturer at the Massachusetts Institute of Technology for many years, a pilot and a life-long sailor. Back in 2004 I had correspondence with Don. He intentionally never patented the device. Don passed away in 2006.

Beyond all of that I discovered that a terrifying storm is like 120 volts of electroconvulsive shock therapy applied to the frontal lobes. It works as a cure for clinical depression; at least it did for me.

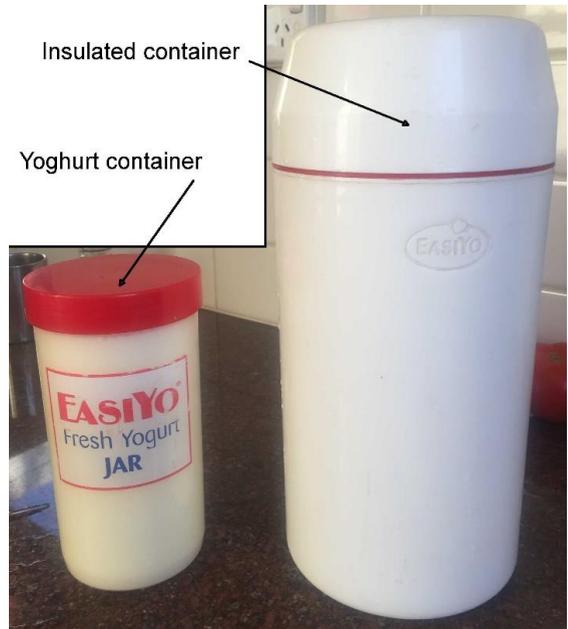
## Endless Yoghurt – Andrew Boon

We enjoy yoghurt every day at home, usually on our breakfast muesli but also in soups, curries and desserts. We make our own yoghurt using a technique which some people we have spoken with seemed unaware of – so here are some details.

Equipment required: an 'EasiYo' (or similar) kit, consisting of a 1-litre yoghurt container and an insulated container with a screw top and frame inside to hold the yoghurt container. It is a good idea to have at least two of the 1-litre containers. You can probably buy this gear new, but we have found that tip shops have a good supply, usually in as-new condition and always at a very reasonable price! We have bought four sets so far, for home, shack, boat and a friend's boat.

Proceed as follows:

1. Half fill the yoghurt container with cold water (500 ml).
2. Add 2 cups of full cream powdered milk and stir to fully dissolve.
3. Add a heaped dessert spoon of yoghurt from your last batch or from any unflavoured, yoghurt that you have on hand or can 'borrow'.
4. Stir to mix the yoghurt and milk, then put the lid on and give it a good shake.
5. Top up the yoghurt container with cold water and screw on the lid.
6. Fill the insulated container with boiling water, up to the mark on the inside.
7. Put the 'holder' into the insulated container the right way up (it's labelled), then the yoghurt container.
8. Screw the top onto the insulated container.
9. Eight hours later, remove the yoghurt container from the insulated container and put it into the 'fridge'.



A few things to note. Firstly, the exact amount of powdered milk is not critical. We have successfully made yoghurt with amounts from 1.5 to 2.5 cups. Secondly, the length of time the yoghurt stays in the hot/warm water is not important. Eight hours is the nominal time, but we have forgotten it and left it for 24 hours. It gets a bit thicker but is still quite OK. Thirdly, a heaped dessert spoon of yoghurt is enough 'starter'. More is not better. There doesn't seem to be any limit on how long you can keep making yoghurt in this way. Making it up every 3-4 days, we have had yoghurt for nearly 5 weeks on our longest cruises, then used what's left at the end to keep making it at home. It is economical

compared with buying the commercial satchels (you get at least 4 mixes from 1kg of powdered milk) and it reduces your provisioning inventory.

Judy and Andrew Boon

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## **Women on Boats August Update – Tracey Taylor**

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Meetings can resume and a Change of Guard

Hello ladies,

Unfortunately, we were not able to find a suitable presenter, comfortable to use the Zoom application for an August WOB meeting, which has been our only option whilst being unable to meet @ the RYCT.

We do, however, have some terrific and exciting news. We are finally able to rejoin at the RYCT for our WOB September meeting. This will be held on Monday 21st September 5.30 - 6.45pm.

I'd like to flag that there will be a "change of guard" for the Women On Boats Coordination team at the close of 2020. Both Sally and myself will relinquish our positions in December. So, we are seeking interested WOB to take over our roles.

We are more than happy to support and transition WOB members into these management/ coordinator roles. There are a few tricks to learn, but ultimately these 2 roles are mainly communication based. Liaison, emailing and an article for the Albatross each month.

In the past the coordinators role has been shared by two ladies, this may be a good option if you would prefer to be part of a team.

Please consider putting your hand up for one of the roles. We are happy to outline the responsibilities if you would like further information to help with your decision.....Ideally it is important to have something in place prior to December, so a wee bit of training can occur in January in readiness for our usual February start. If you would like more Information, please contact me, using my details below. Go team WOB!

I look forward to hearing from you. See you in September, if not before. In the meantime, take care and stay warm on the water.

Cheers Tracey T

Email me: [stellabird@outlook.com.au](mailto:stellabird@outlook.com.au)

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## Painless Stainless – Tony Peach

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Some people will tell you that drilling precise holes in the many grades of stainless steel is extremely difficult if not near impossible. Some suggest different drill bit angles, cobalt tipped drills. Being confident that any drill bit is correctly sharpened is a good start. Despite these measures some may offer that there are still no guarantees. All this can be somewhat ominous if you plan to work on a part of your vessel only to find you cannot even drill a basic hole.

However, to add some light to the techniques, if approached correctly, the hole(s) can be produced without too much difficulty. Drilling holes even in exceptionally hard stainless is reasonably easy, even though you will probably only be employing a hand-held pistol drill. What is essential is to try to ensure that you do not generate too much heat! Many grades of stainless steel will 'work harden' with the introduction of heat. This phenomenon in turn results in it being more difficult to drill the desired hole. Commercial operators use specially formulated cooling pastes or liquids, with the contact point between the drill bit and stainless steel basically submerged in heat removing fluid. Believe it or not, assuming on a few holes are required, a cup of fresh water on standby will suffice.

You should commence the hole creation by using a sharp pointed centre-punch and a hammer to create a visible dimple at the required hole location. If you are planning for say a 1/2 inch (12 mm) diameter hole, I would suggest creating a pilot hole of about 25% in diameter. That is 1/8 inch (3 mm). Commence the drilling with the smaller bit at approximately half speed, assuming your pistol drill has a variable speed setting, and only a medium pressure. The goal is to apply enough revolutions per minute, combined with a bit force to prevent the drill bit binding, but not so much that you produce temperatures that will soften or temper the tip of the drill bit.



Now here is the nifty part. Once your bit's made an entry and a few cuttings have been swept aside, dip the bit in a cup of water to cool it off and continue doing so every 5 to 7 seconds until you have completed drilling the hole. Unless you wish to adopt spraying liquid nitrogen into the hole being drilled (Be very careful if you consider this), water will provide a more than adequate coolant for this type of application and is far easier to clean-up, when compared to cutting paste of fluids. Furthermore, you will probably be using an oxide coated (black) drill bit

for your project. A (silver coloured) high speed steel bit will provide a longer life, but will be far more expensive. So, back to the repeated immersion every several seconds into a cup of water!

	Dia.	1/16"	1/8"	3/16"	1/4"	5/16"	3/8"	1/2"	5/8"	3/4"	1"
Aluminum	RPM	10,000	6000	4000	3000	2400	2000	1500	1200	1000	750
	HP	0.01	0.07	0.1	0.2	0.28	0.28	0.67	1	1.37	2.3
	Feed	0.001	0.003	0.005	0.007	0.008	0.009	0.012	0.014	0.016	0.018
	Thrust	6	25	50	80	100	125	200	260	335	450
Brass	RPM	10,000	6000	4000	3000	2400	2000	1500	1200	1000	750
	HP	0.01	0.05	0.1	0.18	0.28	0.41	0.72	1.13	1.62	2.75
	Feed	0.001	0.002	0.003	0.004	0.005	0.006	0.008	0.01	0.012	0.014
	Thrust	10	25	45	70	100	135	215	295	395	525
Cast Iron	RPM	6000	3000	2000	1450	1150	975	725	600	500	375
	HP	0.01	0.04	0.11	0.18	0.28	0.38	0.57	0.8	1.1	1.75
	Feed	0.001	0.002	0.004	0.005	0.006	0.007	0.008	0.009	0.01	0.012
	Thrust	15	40	100	150	200	260	350	480	550	800
Low Carbon Steel	RPM	4300	2150	1450	1100	900	750	550	450	360	275
	HP	0.01	0.05	0.12	0.2	0.3	0.35	0.68	1.05	1.5	2.1
	Feed	0.001	0.003	0.005	0.007	0.008	0.009	0.012	0.014	0.016	0.018
	Thrust	30	80	145	230	340	440	700	1050	1300	2000
Stainless Steel	RPM	3200	1550	1025	775	620	510	400	360	310	270
	HP	0.01	0.05	0.12	0.21	0.4	0.48	0.85	1.45	2.05	3.1
	Feed	0.001	0.002	0.003	0.004	0.005	0.005	0.007	0.009	0.01	0.011
	Thrust	40	100	180	290	425	465	780	1100	1500	1900
Plastic/Wood	RPM	7000	4000	2700	2000	1600	1400	1000	800	700	550
	HP	0.01	0.07	0.1	0.2	0.28	0.28	0.67	1	1.37	2.3
	Feed	0.001	0.002	0.003	0.004	0.004	0.005	0.007	0.009	0.011	0.015
	Thrust	10	20	40	60	70	90	145	175	220	330

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**Seeking Expressions of Interest on a West Coast Cruise – Ian Johnston**

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I am wondering if there are any members interested in a 10 day cruise on the exposed west coast of Tasmania sometime in January/ February? We may need to base ourselves within Port Davey during inclement weather but whenever conditions are suitable visit various anchorages out along the coastline.

Because of the small size of many of these anchorages, some shallow entrances and the rugged and remote nature of the area I need to specify some requirements:-

All of the safety equipment required by MAST

Maximum draft 1.7 metres,

No large high windage craft (sorry Mr Commodore),

Main anchor at least one size up on recommended weight plus 80 metres of chain or 120 metres of anchor/chain.

At least one extra anchor fully rigged that can function as a second anchor or kedge.

At least one person on board with considerable experience with exposed coastal cruising.

Maximum number of boats on cruise 5

Ability of craft to maintain 6 knots into 20 knots of wind, either under motor or close hauled.

I propose the start and finish of the voyage be at Recherche bay.

Parts of the voyage are planned to be as a 'follow the leader' to enable us to get safely in and out of as many anchorages and points of interest. Other times we can be a bit more casual. If there is interest we can spend some time practicing seamanship actions.

Please get in contact with me if you are interested.

Cheers. Ian Johnston

ianjohnstonmarine@gmail .com

0418202957

## River Dinghy – Catrina & Brendon Boon

### A Timber Dinghy by Catrina & Brendan Boon

Covid closed many doors for many people but for others it created time to work on projects waiting to be finished. Finished it was thanks to a concentrated effort during the isolation period. The plans for a 12ft general purpose timber dinghy were purchased, in 1984, from well know Port Huon shipwright Athol Walter. The intention was to construct the dinghy as a practice for a bigger yacht. Well that did not happen and two years ago, after discovering some left-over King Billy Pine from the earlier construction of “Two B” (Traditional 36 yacht designed by Joe Adams), the plans were retrieved, and the dinghy was commenced.

The plans consisted of a scaled long section drawing, four cross sections and some basic off-set dimensions. The lines were lofted full size and the building frame dimensions were taken from the lofting.

The dinghy’s construction was ‘cold moulded’ were thin timber layers were bent over the building frame and glued. Three layers were used, each 3mm thick and orientated at 90 degrees to each other. The outer layer was King Billy Pine and the two inner layers were Western Red Cedar. They were formed over a building grid which consisted of a Celery Top Pine keelson, bilge stringers and deck stringers and temporary frames and intermediate temporary stringers. Each layer was glued and stapled, and the staples were later removed. The transom and seats were laminated from western Red Cedar inner

layer and a Celery Top Pine outer layer



Planking, first layer.  
Photo by author.



Launch Day. Photo Susan McKenzie

The Dinghy was named “River” (named after a grandson) and was launched on a glorious winter’s morning on Sunday 5th July.

As you can see from the photo it has adequate carrying capacity. It is a lovely dinghy and easy to row.

**45th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc**  
**To be held on Tuesday 1 September 2020, 7.30 pm**  
**at the Royal Yacht Club of Tasmania**

**AGENDA**

- 1. Opening**  
Scheduled for 7.30 pm
- 2. Attendees**  
Members are asked to register their attendance on the sheet provided
- 3. Apologies**
- 4. Minutes of the previous AGM held on 3 September 2019**
- 5. Business arising from those Minutes (if any)**
- 6. Treasurer's Report and Auditor's Report**
- 7. Appointment of Auditor**  
Confirmation of Auditor appointment for the financial year 2020-21
- 8. Commodore's Report**
- 9. Presentation of Awards**
  - Cruise of the Year Award
  - Cruising Plaques
- 10. Special Resolution - Constitution Revision**  
Consideration of a Special Resolution as follows:  
 "That the changes to the Club's Constitution as emailed to members on 31 July 2020, noted in the July and August *Albatross*, published on the Club's website and tabled at this meeting be accepted and transmitted to the Department of Justice (Consumer Building and Occupational Services -CBOS) for approval."
- 11. Election of Office Bearers**  
The following positions are to be declared vacant at the meeting and re-filled by election:

Commodore	Vice Commodore	Rear Commodore
Treasurer	Secretary	Editor
Membership Officer	Webmaster	Warden
Committee (1)	Committee (2)	

**12. Any other Business****13. Close**

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief and there will be a light supper between the two meetings.

**44<sup>th</sup> Annual General Meeting  
of the Cruising Yacht Club of Tasmania Inc  
held on 3 September 2019 at the Derwent Sailing Squadron**

**MINUTES**

**Opening**

Commodore Richard Taylor opened the meeting at 7:35 pm.

**Attendance and Apologies**

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Forty members registered their attendance plus one guest, Lee Astheimer. Thirteen apologies were recorded on the attendance sheet, which is filed with the official copy of the minutes.

**Minutes of the 43<sup>rd</sup> AGM**

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The minutes of the previous (43<sup>rd</sup>) AGM held on 4 September 2018 were published in the August 2019 *Albatross*.

It was moved by Fiona Tuxen, seconded by Jean-Pierre Corgnet that they be signed as a true record of the meeting.

**Carried****Business arising from those Minutes**

There was none.

**Treasurer's Report and Auditor's Report**

The Treasurer reported that the Club's Profit and Loss Statement and audited Annual Report were available to members, and that the year-end profit was \$1,400. Despite the Club incurring increased expenditure due to payment of rent to the RYCT, the profit had been generated by an increased number of new members and also sales of Ian Johnston's book, *The Shank*.

It was agreed that the Club's current auditor, Max Peck and Associates, be re-appointed for the 2019-20 year, for a fee of \$209.

**Life Membership**

The Commodore advised that he had received a nomination for Life Membership to be awarded to Andrew Boon. He advised that Andrew had been a member of the Club for over 19 years and had held various Committee positions including Treasurer, Vice Commodore and Commodore. Andrew had contributed to the Club's knowledge base via numerous technical presentations on radio operation and coastal navigation, he had been very generous with his time in helping Club

members fix electronic-related problems on their boats, he continued to make a huge contribution to the operation of TasMaritime Radio, he had submitted numerous updates and corrections of navigational charts to the Hydrographer's Office, and he had regular involvement with working bees at Melaleuca. In summary, the Commodore advised that Andrew had acted and continued to act as an exemplary yachtsman, and Tasmania cruising was better and safer for his involvement.

It was moved by Richard Taylor (on behalf of Chris Palmer, who was absent), seconded by Lew Garnham, that Life Membership be awarded to Andrew Boon.

### **Carried**

The Commodore presented a framed Life Membership Certificate to Andrew, who accepted the award and thanked the Commodore, Committee and members of the Club.

### **Commodore's Report**

The Commodore's Report was published in the *Albatross*.

The Commodore thanked the existing Committee and departing committee members and wished the incoming Committee success. He gave a special thanks to the Club's Quartermaster, Elizabeth Helm, for her tireless "behind the scenes" work in managing the Club's apparel ordering and sales.

He reminded members that the Club's major focus was to adhere to the Club's Constitution and members should not make comment on other unrelated issues. He stated that much had been achieved by the Club in the past year, and that some of the highlights were:

- The commercial leasing arrangement between the CYCT and the RYCT, resulting in the CYCT securing premises for meetings, forums, etc.
- The continuing increase in membership, despite the necessary rise in membership dues.
- The possibility of the Club securing a pontoon mooring for up to 8 boats in the bay at Quarantine, Bruny Island.

### **Awards**

The Commodore presented the following awards:

- A Cruising Plaque to Ian Johnston for his remarkable efforts since joining the CYCT. He reported that Ian had contributed significantly to the entries within the Tasmania North East Cruising Guide, by visiting the locations personally. He had recently charted some of the remote anchorages between Recherche Bay and Macquarie Harbour, resulting in MAST approved installation ashore of stainless-steel rock anchors to enable craft to "hide" in the very tight swing room locations. Ian had identified the anchorages and due to the lack of bathymetric data, had improvised by flying the current airborne video enabled drone technology to assess the bottom conditions prior to entering the somewhat restrictive bolt holes. He had then compiled the recorded data into his book *The Shank*.

Ian accepted the award and thanked the Commodore and Committee.

- The Cruise of the Year Award to Paul and Rosemary Kerrison. The Commodore reported that in 2018 Paul and Rosemary had set out on a cruise to New Caledonia, a trip they had done a few times previously. However, a few days out from the Queensland Coast, Paul sustained an injury and in a feat of extraordinary seamanship, Rosemary sailed *Irish Mist* safely

back to Southport, where Paul was admitted to hospital. Undeterred, when Paul was released from hospital, they changed their plans and cruised the Queensland coast and sailed home at the end of 2018.

Paul and Rosemary accepted the Cruise of the Year plaque and thanked the Commodore and Committee.

### **Proposed Changes to the Club's Constitution**

The Commodore advised that due to technical issues, this matter had been postponed, but would be discussed further by the Committee, then tabled for approval at a Special General Meeting at a later date.

### **Election of Office Bearers**

The Commodore declared all positions vacant and advised of the nominations currently to hand as per the table below. He advised that no nomination has been received for the position of Webmaster and stated that to carry out this role, the member would need to have sound information technology skills.

<b>Position</b>	<b>Name</b>	<b>Clarification</b>
Commodore	Richard Taylor	Re-elected
Vice Commodore	Tony Peach	Elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Shona Taylor	Re-elected
Secretary	Lyn Peach	Re-elected
Editor	Fiona Tuxen	Re-elected
Membership Officer	David Mitchell	Re-elected
Webmaster	No nomination	
General Committee	Andrew Perkins Ian Barwick	Elected Elected
Warden	Chris Creese	Re-elected

Further nominations were invited from the floor, but none were forthcoming. Accordingly, the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Webmaster position in accordance with the requirements of the Constitution.

### **Any other Business**

There was none.

### **Close**



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**CYCT MOORINGS**

**Nth Simmonds:** Mooring number 7786 at Nth Simmonds is a bright yellow buoy with hooks for the pickup. The Mooring is suitable for a vessel of up to 12.0 mts  
Mooring is located at position 43.07.14.88'S, 147.21.28.368' E.

**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](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.

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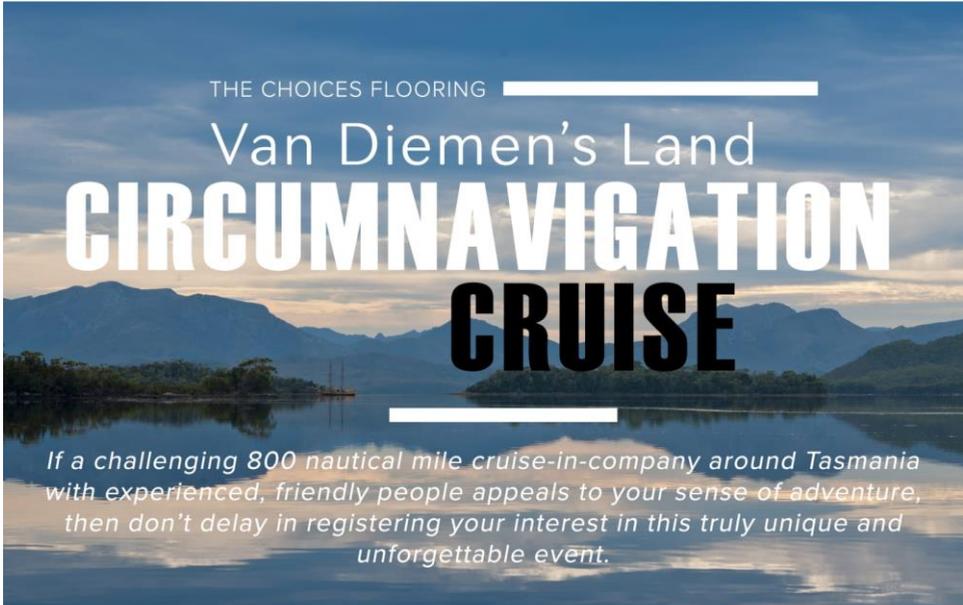
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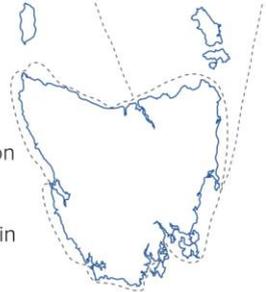


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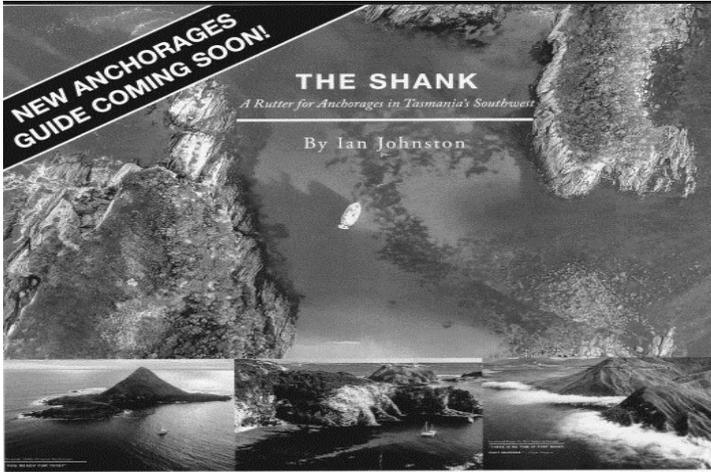


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— Paul Cullen, Director, Australian Wooden Boat Festival



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