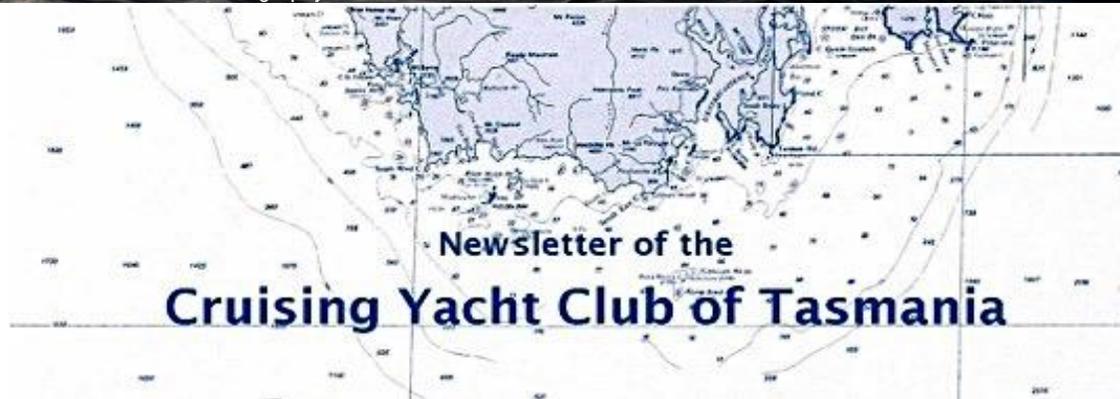


Albatross

Volume 47 No 4 May 2021



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Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006
cyct.org.au

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Life Members

Erika Shankley Dave Davey Chris Creese Andrew Boon Kim Brewer

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – 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 may be serialised.
 - Boat names should be *italicised*.
 - 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 19th (there is no *Albatross* in January)
-

Cover page photo: That beautiful sinking feeling. Sunrise departure just outside Port Davey. *Dalliance*. Photo and caption by Stefan Eberhard.

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Not a CYCT Member?

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!

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 in 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 menu.

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

Editorial – Julie Macdonald



While celebrating our 500th issue last month, I realised that we had missed marking an important milestone last year – the club’s 45th anniversary. The fortieth anniversary was celebrated in style in 2005 with social events, a cake and the launch of *Fair Winds and Smooth Sailing*, a history of the club from 1996 to 2015 which followed on from *Twenty-One Years*, the history of the first twenty-one years of the club, both written by Erika Shankley. Regrettably, with Covid casting its gloom over everything, the forty-fifth year slipped by quite unnoticed. Now it’s only 4 years to go until the big one – the 50th!

That will lead to a year of celebrations – surely a busy one for that year’s Commodore and committee!

Did you know that the club has a small amount of money set aside in a Development Fund? At the discretion of the Committee, the CYCT maintains a Development Fund to promote training of members to improve their sailing and on water skills. Written applications must be received by the Committee after completion of the course but no later than 60 days after completion. For details see page 13 of the Management Handbook 2020 on the website. (Log in | Member menu | Documents | Club Policies/Management.)

This month’s Albatross has more delights in store for you: the next episodes of the two on-going serials, *Nine glorious days* in Port Davey and *Five years afloat*, a book review, cruise reports and Tony tells us how to safely put holes in our hulls. We also welcome a new advertiser, member Chris Morris. Check the items in the Buy and Sell section – there may be something there to interest you.

If you have an interesting story about your boat’s name, I would love to publish it and more book reviews would be most welcome. A reminder that I need to receive articles by the 20th of the month at the latest for them to be included in the following month’s issue.

Nautical sayings from owlocation.com

Hunky Dory, meaning perfect or just fine

This phrase is believed to have been invented by American sailors who used it to describe a particular street in Japan called Honcho dori. This street was known to sailors for the services it provided.

	CYCT CALENDAR Check the website for more details
<u>May</u>	
Sat 1 st - Sun 2 nd	Women on Boats weekend cruise
Tue 4 th	General meeting
Thu 13 th	Winter forum
Mon 17 th	Women on boats
Tue 18 th	Committee meeting
Sat 22 nd	Norfolk Bay weekend cruise
Mon 24 th to Thur June 3 rd	Tasman Peninsula circumnavigation
<u>June</u>	
Tue 1 st	General meeting
Wed 2 nd	Committee meeting
Thu 10 th	Winter Forum
Sat 12 th - Mon 14 th	Franklin / Cygnet long weekend
Sat 19 th – Sun 20 th	Dark Mofo: Constitution Dock
<u>July</u>	
Tues 6 th	General Meeting
Sat 10 th	Winter cruising, Barnes Bay

Commodore's report – Val Nicholls



I feel a little out of touch of all things CYCT. Since my last report I have been solidly adventuring on land or water and largely beyond the reach of that 'love it and hate it' internet. I have certainly appreciated the goodwill and flexibility of the CYCT community and Committee. Many thanks to Vice Commodore Mark Stephenson for covering my role for both General and Committee meetings. Many thanks also go to our editor Julie for putting together a bumper sized April Albatross magazine packed with photographs, historical information, travel stories, engaging information and a few fun facts! I can only support Julie in her request for you to keep the content coming, whether it's a few lines or page, the more we all chip in the more the Albatross truly reflects the interests of our membership.

The weather has not been quite so accommodating. The morning we may have headed out of Southport for the Circumnavigate Bruny Cruise, the wind was strong and anchor chains strained. Rhona H reported 4m swell at Tasman island. Some boats stayed put in Southport for another night, others ventured up to Dover and the remainder rock 'n rolled in forceful gusty winds to make their way back home. It was not boring!

Like you, I am looking forward to reading the detail of the Donald Sutherland Cruise. Who won those amazing prizes?

Despite the shorter days and definite chill in the air, our Events Calendar carries on. Women on Boats are kicking off May with an overnight cruise in local waters. Each of 5 boats will be skippered and crewed by WoB members. This sure to be a popular event and an especial opportunity for WoB to experience sailing with different skippers, crew and vessels. We also keep our fingers crossed for kindly weather for the Norfolk Bay and circumnavigation of the Tasman Peninsula cruises. Don't forget to register!

One of the compensations for winter sailing is the Winter Forum series starting up again on May 13th. Like the Albatross, the vitality of the Forum series responds to the input and support of our membership. Whilst generally well attended, it is quite a task for organisers to identify topics and contributors. The scope of the series has extended beyond technical issues to include all things related to safe and enjoyable cruising. As a Forum, not a lecture or formal presentation, they provide unique opportunities for informal learning and the exchange of ideas and views. Please don't be shy in coming forward with ideas for sessions, perhaps you might even offer a session. Anything you might find useful, you can bet there are others waiting for someone to suggest it.

It's good to be back on board with the CYCT and I look forward to seeing as many as allowed at the General Meeting on May 4th.

The cabin of a small boat is a truly wonderful thing; not only will it shelter you from a tempest, but from the other troubles in life, it is a safe retreat. Francis Herreshoff, Boat Designer

Vice Commodore's report – Mark Stephenson



Greetings from onboard *Crown Venture* sitting in the marina on a chill day. Just now, I was in the saloon while Russell was getting Callum, our Westie, ready for an afternoon walk ashore, when I heard a big splash. Callum had leapt from the duck board to the pontoon, got his front paws on the edge of the pontoon, but the rest of the body didn't quite make it. After 3.5 years of leaping from boat to dock, he had got it wrong. We scrambled to the rescue, pulling out one very wet, shocked and bedraggled puppy. A rinse off with fresh

water, numerous shakes, lots of laughter from the humans, and he then got on his way. We've always been concerned about him going overboard, so are constantly vigilant about what he is up to.

I have been thinking about the recent Saturday night in Southport where strong and gusty NW winds blew all night and then all the next day, with a few boats dragging anchor, dinghies capsizing, members struggling while operating their boat in the dark and having difficulty securing things. Josephine and Tolly on *Gloria* were keeping anchor watch Saturday night (as in one person sitting in the companionway watching out the whole time), very concerned for the welfare of their boat with so many boats anchored nearby. What a great act to follow if we were all to keep anchor watch? Rather than disappearing down below and ignoring the outside world, if we kept popping our heads out every few minutes to see what was happening around us? I encourage everyone to keep their VHF radio on at all times. In reality there is little radio traffic once outside of Hobart, and the 0745 hours wake up call by Tas Maritime is a timely reminder to get out of your bunk.

The radio is such a help if a situation develops. Being called if you are dragging anchor not only makes you aware, but everyone else around too. Very important to have an action plan if you do drag. Who does what? Like engine starting, turning appropriate lights on, appropriate gear for the outside crew, fenders for protection, getting the anchor up quickly and importantly maintaining control of your boat while all this is going on. This trip I found one boat with a radio that transmitted static only, so they had no means of communication. They could hear my call advising they were dragging anchor but I could not hear their response. Recent articles in *Albatross* about anchoring highlighted anchor drag alarms. Please use these! I've seen boats being blown across to the other side of a bay with the occupants blissfully unaware they were moving.

Returning to Hobart while off Taroona we noted a kayak (always hard to see) had paddled from behind us across the river towards Howrah, right in line with *HMAS Leeuwin* heading south! The kayak did not show on my radar, and it seemed the paddler had no idea what was approaching. I called the ship on VHF to check they were aware of the situation, and was pleased to hear they were changing course to pass it to port. They thanked me for the contact. They must be crew with binoculars on lookout when in busy waters. A good idea to follow.

Still thinking radios, it was very pleasing to see the immediate response from *Intrepid*, *Westerly* and *Wyndor* to the Mayday called last Saturday afternoon. As often happens the situation is resolved before you get there to help. The family onboard the stricken vessel should have been

very impressed with the quick action of so many and as usual Tas Maritime was there advising and co-ordinating. Well done everyone.

Next up on the calendar we have a Women on Boats sailaway weekend early May and a Winter Forum on the 13th May presented by Tolly and Josephine Jabworsky on the topic 'Building Gloria', then Norfolk Bay preceding the Tasman Peninsula circumnavigation at the end of May. Please register for these events now if you have interest in participating. And don't forget the June Long Weekend cruise to Franklin/Cygnets with many activities on offer. Then along comes Dark Mofo with the Con Dock gathering. Yes, lots of events to be involved with.

Fair winds!

Rear Commodore's report – David Bowker



Our April speaker was Erika Shankley who gave us a talk on "GPO to Tasman Landing". She spoke very passionately about Tasman Island and the hardship and danger experienced by people in those, not so distant times, was very striking.

For our May meeting the presenter will be Julie Porter and she will be telling us all about "SV Rhona H and her long Tasmanian history". Rhona H has become a well established part of the Tasmanian yachting scene so it will be fascinating to hear her history.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT is offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 600pm.

Membership Officer's report – David Mitchell



In respect of membership matters, I don't really have anything to report, beyond welcoming Noel Cook and his partner Sharon Elliston to the club, plus noting the application from David McKay and his wife Andrea. David and Andrea have sailed very widely and have immense experience in long distance sailing across oceans.

As the colder months draw closer, autumn is the time to get out and go sailing as it will soon be a lot colder, especially if your boat doesn't have a decent heater. My sailing of late seems to have been pretty much limited to a couple of day sails and some mid week racing.

Boat maintenance on the other hand of course is also something to get on with before winter sets in, be it just a scrub and some anti-fouling or getting on with tidying up the woodwork. In the case of *Minerva*, there was quite a lot that needed sprucing up. Many long hours by Lew attending to this plus a little help from me, has seen satisfying results being achieved. Boat maintenance is a part of boat ownership and something most of us can do, even if it's just some basic work, as it's a good way to get to know your boat and feel involved. I am always happy to pitch in, given that, being boatless, I enjoy the process and like to learn/practice practical skills in working on boats. Mind you I might pass if someone asked me to antifoul their 60 plus foot boat
 ☺ !!!

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.

David McKay and Andrea Jupp-McKay *Sequel II*

WELCOME TO NEW MEMBERS

On behalf 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, both on and off the water.

Noel Cook and Sharon Elliston *La Vie Nouvelle*

New Member directory – David Mitchell

<i>Distant Sun</i>	Rob and Nicola Boyce	0448 876 655
<i>Snug</i>	Jonathan Ross and Nathalie Amey	0423 497 176
<i>Freebooter</i>	Geoffrey Hooke	0418 421 085
<i>Turn the Page</i>	Steve and Lynne Logan	0409 970 609
<i>La Vie Nouvelle</i>	Noel Cook and Sharon Elliston	0418 421 085

Introducing Noel Cook and Sharon Elliston – Noel Cook

I am Noel Cook. Sailing is my passion and I have been on the water for as long as I can remember.

Every second year I participate in the VDL Circumnavigation of Tasmania over five weeks. This event is fabulous and I recommend that everyone do this if they have an opportunity. I have participated in 12 with the next event scheduled for February 2021.

Over the years I have sailed in the Sydney to Hobart yacht races and more recently sailed the east coast of Australia.

I purchased *La Vie Nouvelle* a couple of years ago and sailed home from Cairns. Currently my yacht is located in the Oyster Cove Marina.



During the winter months I usually sail North for five or six months but due to COVID this has not happened this year. However, I have been sailing the East Coast of Tasmania and some short trips around the Channel.

Being a member of the CYCT will enable me to meet people with similar interests and enjoy travelling as part of a group.

Women on Boats report – Sue Powell

In the Sail Loft with Russell Streckfuss

The April WOB meeting was somewhat different from the usual format at the RYCT venue.

24 members gathered in the Storm Bay Sail Loft at the Oyster Cove Marina to listen and ask questions from our Local Sail maker of more than 25 years' experience. We arrived with cushions and slippers and settled on the edge of the loft floor to gain inside knowledge from a very enthusiastic, knowledgeable, 'a speaker in his element' sort of guy in the very relaxed atmosphere of a smaller sail loft.

Russell spoke briefly on the different sail cloths and explained why a sail maker needed to know the conditions where a sail would be used before the materials and shape could be chosen and the sail designed.

Understanding the various levels of knowledge within his audience, instead of a prepared lecture Russell took questions from the floor and answered our queries in simple language. He explained there was always a lot of 'spin' from sail cloth companies and one gets what one pays for.

He purchases cloth from Europe that will withstand the rigours of our local conditions though he could buy much cheaper materials if sourced from China; his clientele would be happier with the price but not in performance and longevity. Modern sail cloth depends on the glues used in the structure of the cloth. Most sails can be repaired until the glues fail and the cloth delaminates. (The reason why some spinnakers feel so heavy when the cloth becomes porous).

The time seemed to fly by. Russell stressed that sailing should be enjoyable and easy and if something was difficult when handling sails in usual conditions then talk to him to sort out a solution. Not all solutions are expensive though a new set of sails may well be, but some problems can be resolved with a simple switch of gear used or the positioning of running rigging.

We adjourned from one end of the marina to the other and gathered at the Seawall Café for a scrumptious meal in a convivial atmosphere until we almost got thrown out with the dish water.

The May Sail away was discussed and crews allocated to skippers to sort out provisioning etc. NB: Pre Voting will be a necessity.

The May meeting is back to the usual venue at the RYCT and our Speaker will be Dinah Jones on the topic of marine toilets. So see you on the 17th.

Stay warm and stay safe.

Bruny Island non-circumnavigation – Mark Stephenson

Again we ran the Bruny Island “non-circumnavigation” cruise!

And despite all the wind, I'm sure that everyone had a great time away. There were 23 boats registered for the cruise, with 18 being at anchor on the Saturday evening. We had cancellations and then we had additional boats arriving to join in during the weekend.

My plan was to cruise in an anti-clockwise direction, using the Northerly breeze to get to Southport on Friday, then Saturday around the bottom of the island to Adventure Bay for 2 nights with the westerly wind, and heading home on Monday. Sadly, the predicted winds were double the previously forecast strength.

Southport provided good protection for the initial north turning to NW and then westerly winds. The bay on Saturday and Sunday was littered with white caps. A few boats were in Deep Hole but most near the Southport jetty. Some boats moved between these anchorages looking for better conditions, whilst some boats were moved by the wind, having succumbed to the weedy sea bed. This only happened once, and of course it was in the early hours of Saturday morning. There was only a pale waning moon to help navigate through so many boats at anchor. Certainly never an easy task.

The best day was Saturday with 27 degrees, a sunny morning, and a group trip ashore. The first event was a swim for the Commodore's Cup (of coffee), with Dinah (*Trim*) and Kevin (*Whisper HR*) taking to the sea and swimming the length of the beach and back. A very enthusiastic pair, putting us all to shame! Most of the group did manage a walk to the shop for a newspaper. Then to The Helmet Coffee Pod by the creek and jetty for a morning cuppa, before Val made her presentation of the Commodore's Cup (of coffee) and a perpetual trophy, inspired by a piece of webbing and a shackle, was presented to Dinah for her continued support and involvement in club activities. Note this is a perpetual trophy and I hear each recipient will be adding a shackle before passing it on!

Saturday night and then all day Sunday was wind, wind and more wind. Mid 30 knot gusts in the bay. Depending on the location, there were gusts screaming down the valley, the south side of the bay awash with white caps, while the north side looked positively calm in comparison. There the wind came around the other side of the hill, and reversed the view. It would be fair to say that sleep was mostly disturbed on Friday and Saturday nights!

I found during dinghy trips that the general condition of moorings in Southport was poor, finding one mooring rope about 15m long floating with no buoy; it had broken away, so the line was a real trap. I really don't like anchoring in amongst moorings as you just don't know what you will find.

Sunday we woke to calmer conditions, with *Pacific Haven* sending a text saying it was only 10 knots in Dover, as compared to 20 knots in Southport. As the day progressed most of the fleet had departed, enticed by the prospect of fairer conditions. Of note *Dulcinea* headed around Bruny Island. Phillip and Julie-anne were starting their northbound cruise to Queensland from the very bottom of Tasmania. I heard the seas were lumpy around the Friars with a 40 knot head wind going into Adventure Bay. *Easting Down* headed north and reported very calm conditions off Dover with only the wind blasting down the Huon River, Likewise *Rusalka* found above 30 knot gusts off Huon Island. The Commodore used just one word to describe her solo trip north – WOW !! (Not sure which way that was intended to be taken)

Obsession and *Crown Venture* were the only remaining boats on Sunday night, and though the wind had eased, both remained as we were on the eastern side of the bay, a lee shore, and were very near the rocky shoreline. We thought leaving could be fraught with problems so spent another slip, slop, slap night at anchor. Well.... *Obsession* was at anchor, *Crown Venture* had picked up a DSS mooring.

Monday brought us fine conditions, light mostly westerly wind giving good passage north to the Channel. Tuesday was an even better day, encouraging some to stay out longer, though Steve and Janna on *Cirrus* reported enjoying surfing in the Storm Bay swells – Janna reported some of them were as big as a block of flats!

So once again we did the Bruny Island "non-circumnavigation cruise". Perhaps next year we should allocate 3 weeks for this cruise - there are bound to be at least a few good days to achieve completion?



The swimmers emerge from the sea.



Dinah and the Perpetual Trophy



Mark and Captain Callum



Helen, John and Kevin



Dinah, Josephine and Shona



Max, Lucas and Daisy the dog

Donald Sutherland Memorial Navigation Rally – Mark Stephenson



The Sutherland family

We were blessed with pretty stable weather on Saturday 17 April for the running of the Donald Sutherland Memorial Navigation Rally. 11 boats competed, about 30 people, including the yacht *Excentrique* with 3 generations and 6 members of the Sutherland family onboard.

A rally with observations, speed trials, distance calculations, man overboard drill, lots of binocular and google checks made for an interesting 2 to 3 hours. No grumbles from the participants, except for my error in incorrectly recording a lat and long. I wanted to know the colour of the house north of that position. However this position was on the east coast of Bruny near Yellow Bluff, with the smarter members thinking this was all a bluff, and the answer was yellow! I heard the hardest component was rounding the fish farm near Roberts Point in 30 knots of wind, trying to keep the boat at 6 knots with a hefty tailwind and then hefty headwind.

The Donald Sutherland Memorial Navigation Rally winners were Ottmar and Elizabeth with Duncan and Eva on *Intrepid* in third place for the Wrest Point dock tie up and \$50 dining voucher, Andrew and Judy on *Juliet* in second place with a \$200 voucher from Peter Johnson Chandlery. First Prize of \$500 worth of boat yard services from Oyster Cove Marina was Marion and Derek on *Ariadne's Clew*. Congratulations to these winners, and I'm sure you will appreciate the value of these prizes and enjoy the benefits. And - everyone - please consider patronizing these very generous sponsors.



Intrepid receives rally sheets from Crown Venture

Sunday's Club picnic BBQ Chookathon lunch was also well attended, on the northern beach in Quarantine Bay. Easy access with the oysters having been cleared away by the locals, and a grassy level site to congregate on. A great display of what members can do with a BBQ chicken! Lots of ideas for later use too, with good sharing and socializing to boot.



My thanks to all the participants joining in with such good spirits and taking the competition seriously. Not many points separated all boats, showing good experience levels.

Winners are grinners!



Third placegetters, Ottmar and Elizabeth, Intrepid



Second place getters, Judy and Andrew, Juliet



Winners! Marion and Derek, Ariadne's Clew

Lost Property left behind after BBQs :

Bar B Mate

Stainless BBQ tongs with cutouts in ends

20cm round plastic container, green lid

2 crimson folding chair bags

Wooden salad servers with elephants

3 small plastic Ikea bowls - orange, yellow and pink

Phone Dinah 0400473248

Know your limitations – Paul Kerrison

Do you know your limitations and those of your vessel?

Recently retired, just come into an inheritance, won Tattsлото - however you got there, you can now afford to buy that boat that you have always dreamed of.

Now the problem is what experience do you have? Very little, in fact you have been on the water with friends now and then and totally enjoyed the experience, but really didn't do much re the control of the vessel.

Before buying your dream boat, you knew that a motor boat licence was a requisite under the law so off you went and enrolled in a course with an approved instructor/examiner and after a few short hours passed your test and gained a motor boat licence.

All's going well; that very helpful broker down at sold you a great boat, it's got all the wiz bang electronics, plenty of accommodation, new sails/motors etc. The surveyor said it was a great boat and should be a good asset.

The previous owner gave you a few short hours on the water (maybe) or did he just walk through with you whilst berthed at the marina?

Oh well it doesn't matter does it? You have completed a motor boat licence course, it's a boat after all so let's cast off for a weekend with the family/mates. With food and supplies onboard you set out. By the way did you know that one of your inexperienced crew who are along for the ride suffers from mal de mer? The other is not boat savvy in the least and just here to enjoy the fellowship.

This leaves you in total control of the evolving situation. But hey! The sea conditions are very different to when you set out and now you are also succumbing to the effects of mal de mer, but must push on. Have you set the sails on a yacht? Do you understand what a halyard is and what's a sheet? (No not the sheets on the bed.)

Have you ever taken control of a dual engine powered motor boat? Taken a course in navigation, (chart reading)? Not being a mechanic do you know how to change a blocked fuel filter? (always at a time when the seas are up). Yes they do block whilst underway sometimes due to turbulent waters. Do you know where to look or even have a spare filter onboard? By the way do not confuse spin on oil filters and fuel filters (canister type). There's no cooling water coming out the exhaust. What to do? Have you opened all the seacocks correctly (seacocks: what are they and where are they?) Do you have one, two or three fuel tanks? Do you understand the manifolding? Should you inadvertently run your engine dry of fuel can you bleed a diesel engine or does your motor self bleed? Do you have complete knowledge and the competency to operate the two way radio in times of trouble and are you able to give precise information as to your location? Do you know the correct channels and radio procedures to use?

What's your local knowledge of the waters where you are cruising? Are you aware of prevailing winds and best anchorages? Have you asked anybody of experience to help you with all the new wiz bang electronics? Have you spoken to an owner of a similar vessel to yours and asked their

advice on any matters? Have you asked an experienced boater to go with you and quizzed their mind whilst handling your boat?

“But hey! I got my licence aok so no problem!” you say.

Most likely you got your licence in a 4.5 - 5 metre tinnie with one outboard. You learnt how to go forward and reverse, how to come alongside a pier/jetty/ floating marina berth and put a line ashore. You learnt port from starboard, cardinal marks, sound signals and speed limits etc. But now you are finding that your larger vessel is behaving differently to that little tinnie: it runs on further after taking the power off, it is subject to more windage, is not as responsive to the steering. Anchoring? Gee you have never had to set an anchor - they didn't teach that, now how do you release the chain? etc, etc.

As for the dream boat, what are its characteristics? Have you bought an inshore cruising boat, a speedy thoroughbred meant for racing, or an offshore displacement cruising boat? How does it handle certain conditions? Oh that's right it's got great entertaining space below and plenty of accommodation, but no stowage space. What to do with all those bags etc.? Where are the hand holds?

How to overcome such short comings?

Seek out a yacht club that suits your needs and join in as many activities/ cruises as you can. Engage with members at meetings and BBQ,s and don't be afraid to ask those awkward questions of other members. It's possible that some members may also be in the same learning stage. The Cruising Yacht Club of Tasmania has a vast membership of experienced yachties/ motor boat skippers who are all willing to help the inexperienced learner. Unfortunately in recent times around Tasmania, Tas Maritime Radio has had numerous calls for help where a little more knowledge and understanding of both their own and that of their vessel's limitations would have alleviated a lot of concern for all involved.

I encourage everybody who may know of someone who is in need of assistance in any area covered or who feels that they could do with some advice themselves to join a recognised club and take part in organised day and short overnight cruises in company.

And Ask Questions WHEN GATHERED AROUND THE BBQ. Invite another fellow boatie onboard and maybe go for a sail.

No question is irrelevant nor stupid if it saves a stressful situation in the future.

Now go and enjoy your fine vessel and the company of other boaties, with renewed confidence and enthusiasm.

Paul Kerrison

Past Cmdr. *SV IRISH MIST*

SOLAS *Safety of Life at Sea - it starts with you.*

A trip to the west coast with Ian Johnston – Catrina Boon and Stefan Eberhard

When Ian Johnston mooted a cruise along the South West Coast we were quick to put up our hands. We were tempted by the opportunity to explore the coast more closely as all we had ever done was travel from Recherche Bay to Port Davey in one hop, eager to get to the destination.

What is it that draws us to Tassie's most remote place? Is it the isolation, the rugged beauty of the largely unspoilt environment, the wild seas, the challenges of nature or just the fact that it is there to explore? Whatever the reason it demands our respect for the region and constant vigilance to remain safe and secure.

The plan was to be in Recherche on the 27th of February ready to go and surprisingly the conditions were perfect to start our journey and even have a couple of stops on the south coast, before heading around Breaksea Island and into Bathurst Harbour.

Julienne, Dalliance and Terra Nova arrived on the 26th. *Terra Nova* picked up a crew member early morning before we set off on our way. *Phase Three* and *Vailima*



© Stefan Eberhard Photography

Julienne meets the waterfall at South Cape.

had an early start from the Quarries and met us at Mouldy Hole to complete the fleet. Ian suggested we have a dual radio watch, remaining on channel 16 whilst communicating with each other on channel 10. This system worked well and was certainly a bonus at times. We kept a safe distance from the other boats, following Ian and hugging the coastline along the way.

The idea was to explore some of the anchorages along the way if the swell allowed us to enter. After hugging the coastline around South East Cape and South Cape and checking out Shoemaker Bay, we dropped anchor at Surprise Bay for a rolly lunch before continuing. We had a look at Rocky Boat Harbour but did not enter and when we came to the Cyclade Islands Ian noticed a lot of kelp and suggested it was not safe to enter. Eventually we dropped anchor on the eastern side of Louisa Bay for the night. No sooner were anchors down than crew were in the water snorkelling and looking for some tucker. Drinks were had on *Dalliance* that evening with freshly caught abalone to share! Some of us ventured onto shore at dusk to watch the shearwater come

in for the night. Quite a sight standing on the beach with hundreds of birds flying overhead seemingly lost but all knowing exactly where they were headed.



Julienne closing in on more action at South West Cape

Up early the next morning to make the most of the day, cray pots retrieved, we were soon underway. We cruised across the bay to the western side to check out the anchorage before moving on. We cruised into Cox's Boat Harbour but the 3-4 metre swell was breaking over the anchorage entrance, so no stopping there. Around Cox Bluff and into New Harbour where we dropped anchor for morning tea. A welcome break from the swell. There was too much swell to head into Ketchem Bay, but we did cruise into Amy Bay for a look. Sticking close to the coastline we headed to South West Cape, some hoping to land a tuna on the way. I can still see Stefan on the bow taking photos and Lee sitting on the pilot house also snapping shots as we rounded the Cape. No tuna caught today but some, (big ones), did get away.

We went close to McKay's Gulch but with the large swell we did not enter, then onto the Bay of Islands, (Island Bay), where we did go in for a look. *Phase Three* entered and dropped anchor; we went in and motored around *Phase Three* then out again. What a magic place! We had an exciting afternoon following Ian close to Mutton Bird Island and through the Pyramids before anchoring in Spain Bay. *Phase Three* stopped off at Norman Cove for a spot of snorkelling in the hope of bringing back some crayfish for dinner. Spain Bay is a big anchorage with so much to offer. Once safely anchored we went ashore for an explore and later spent a quiet night, no roll.

With a strong South West forecast for later the next day, we decided to walk over to Stephen's Beach in the morning before heading around Breaksea Island into Bathurst Harbour. We all enjoyed a lovely walk over to the amazing middens on Stephen's Beach before the rain started and weather began to turn. Back at the boats it was anchors aweigh and off to our next anchorage in Bathurst Harbour for the night. Casilda Cove was chosen as the place to sit out the next couple of nights. Four of the five boats anchored with stern lines back to the eye bolts on the shore and *Dalliance* rafted next to *Julienne*. All this in the pouring rain, of course. It soon became obvious that *Dalliance* needed to anchor. So once again we donned wet weather gear and a mammoth seamanship exercise followed, taking anchors out in dinghies and running shorelines onto eye bolts. Quite some time later *Dalliance* and *Julienne* had both re-anchored and peace was restored. Ian, Ian's crew member, had to dive and free a rope from *Julienne*'s propeller and two dinghies with Michael, (from *Terra Nova*) and Stefan and Bronwen, (from *Vailima*) worked tirelessly to help with the exercise. After we were settled Paul and Jim joined us for a night cap to celebrate my birthday, one to remember!

The next day brought much wind and rain and so it was decided to take two boats into Melaleuca with all crews on board. After arriving at the jetty in the inlet we all had lunch aboard *Phase Three*. Lunch included crayfish, abalone, salad and fresh pinkeyes - what a feast! Topped off with birthday cake complete with a candle - thank you Jim! We set off to explore Melaleuca, renewing our respect to families who lived and worked in this area. On to Clayton's corner for an explore. So good having a look at the house that Win and Clyde lived in for so long, rich with history plastered all over the walls. A place enjoyed by many a kayaker, bushwalker and sailor whilst here in this magic place. Always a relief to return to the anchorage to see that the boats left behind were safe and secure.

The next morning brought rain and more wind, not very stimulating for exploring, but our fearless leader was determined we would make the most of the day and so after scones for morning tea we left our anchorage and headed to Bond Bay. We enjoyed a great sail over.



Wombat Cove

and *Terra Nova* went walking in the afternoon and the rest of us just had a relaxing day. Bronwen and Stefan hosted afternoon tea on *Vailima* with freshly baked muffins.

Still too much swell to explore the west coast the next day, so each boat had a day doing whatever they felt like doing and we met up at Schooner Cove for a BBQ on the beach ready for an early departure, 4am, the next morning.

Did I say we were waiting for the swell to drop? Well we left in a 4 -5 metre swell. Some of us still managed to fish on the way while others fed the fish. We finally anchored in the entrance of the Mainwaring River. Quite an exciting entry and an exercise to get all boats securely anchored with shore lines to eye bolts on both sides of the inlet. It was a relief to get into the anchorage and out of the swell. We were surprised to find we were not alone, Kylie and Scott, an intrepid couple, were camped there. They were travelling around the West Coast in 2 zodiacs and had set up their base camp in the inlet. We were the first people they had spoken to in 3 weeks and they were very happy to see us. We took dinghies and kayaks up the river in the afternoon and enjoyed a beach BBQ with Kylie and Scott that night. What a day!

Everyone into their respective dinghies and on to the Davey River for an explore. Ian led us to a creek near the entrance of the river and up to a waterfall. A lovely little spot. We headed back to Bathurst Harbour for the next couple of nights to wait for suitable weather to continue our journey up the West Coast. Wombat Cove was the anchorage of choice once again all with stern lines to eye bolts on the shore.

More rain and wind the in the morning not conducive to doing much. Ian put in a few more eye bolts, *Phase Three*

Early next morning Ian took us all for a walk over to the coast from our anchorage. Such different coastline: the rocks are covered in a thick moss and I'm told you could walk all the way to "The Shank"



Mainwaring River

one that they estimated weighed 100lb (45kg). It took three men 1.5 hours and half a bottle of gin, (administered through the gills), to get it on board. I believe they were all covered in blood!

Phase Three and *Dalliance* followed Ian into the Lewis River where we slowly motored upstream for about 500 metres before turning around and heading out. Such a contrast from the Shank, high rocky banks and deep water. The next stop was the entrance to the Giblin River where we dropped anchor and took the dinghies for a trip up the river. There we found a huge sand dune just waiting for someone to put footprints on it. After a play on the dune, it was time to move

"The Shank" along these rocks. Such a relief to see the swell had abated as we left the river to head to "The Shank", where we anchored for a couple of hours in the inner Shank. Kylie and Scott came to join us and there followed a flurry of activity including diving, snorkelling, beach walking and kayaking. What a wonderful place to visit. But our tour was long from over; our next place to see was the Lewis River. We lost *Terra Nova* on the way; they were looking for tuna around Low Rocky Point. They certainly found



Dalliance skipping past the Pyramids and Sugar Loaf Rock on her way home.

on as we still needed to get to our anchorage for the night. We finally dropped anchor in Spain Bay around 9.30pm, in the pitch black, not a moon in sight.

Here our journey with Ian came to an end. *Julienne*, *Phase Three* and *Terra Nova* left at 7am the next morning to begin their journey home. We had decided to spend some more time in Port Davey before heading back. We were woken by Ian at 7.15am with a deposit of spoils and we also found a huge lump of tuna left in our cockpit, (thank you *Terra Nova*!) After a morning walk on the beach, we headed back around Breaksea Island and joined up with the crews from *Juliet*, *Vailima* and *Solemer* for an evening feast in Schooner Cove.

Many thanks to Ian for making this experience such a memorable one. We would never have had the confidence to explore some of the anchorages you took us to. We have benefitted from your vast exploratory experience, leadership, fishing and seamanship.

Photos by Stefan Eberhard and Ian Johnston.



Here are a few questions to test your memory, or dig out Tassie's Boatwise Buddy for some assistance. Answers on page 41.

1. What does Code Flag M mean ?
2. Cold water carries heat away from the body? times quicker than air with the same temperature.
3. Minimum size for flathead ?
4. A wind of 17 – 21 knots is what force on the Beaufort scale?
5. What words should you use on the radio when in grave and imminent danger?

Ahoy there! – Albert Ross



I say Ahoy there!

Over Easter, I was hovering over Southport with an ear to the ground (the water??) and somehow also managed to get a look at some of the texts that were transmitting ship to ship. Here are a few that show how windy it was down that end of the world:

“Just a little stressful this morning raising the anchor with the two-handed manual windlass.”

“Had trouble getting on to the Kettering public jetty – three attempts.”

“A good sail, a little lumpy around the Friars, quiet up the side then 37 knots headwind heading into Adventure Bay.”

“You wouldn’t believe it, that bloody “Gale” has turned up in Dover too. That girl sure gets around!”

“Motored into Randall’s Bay, 30 knots, max 42 knots”.

The first night that the fleet was in Southport I’ve been told that the wind was a consistent 25 knots. Several boats moved without permission, leading to some excitement. After voices were raised in warning and the reanchoring of several vessels, order was restored but not the lost sleep..

More excitement ensued the next day when Skipper X noticed that his dinghy had flipped. He righted it, jumped in, started the outboard and set off to retrieve a lost oar. But... the engine died, leaving him in a one-oared quandary. Luckily an alert neighbour zipped over in his dinghy to help retrieve the lost oar and the stranded skipper.

The skipper of a white motor boat in the recent Navigation cruise seemed to cause some confusion for other boaters whilst steaming in a northerly direction when exiting the DUCK POND. He couldn’t discern his port from starboard causing others to dodge around passing him starboard to port going south on the wrong side.

It was good to see CYCT members going to the aid of another boat which was in distress in the channel. WELL DONE

Who said putting flat pack furniture together was tough?

Well, try putting up a collapsible picnic table when in front of a crowd of advisors on the beach in Quarantine before the CHOOKATHON. Then having to ask their partner for help after several attempts. She had it fixed in a flash!



A cruising cookie cooking clue – De Deegan

I have always enjoyed a freshly baked sweet biscuit with a cuppa, and love to serve them to friends that drop in at home or on the boat. I have found an easy way to have them ready in no time at all.

This works best with recipes that requires creaming the butter and sugar.

I follow the recipe and make them while I have an electric mixer at home.

Once the dough is made, I roll the mix into several sausage shaped rolls.

One tray of biscuits is a roll of about 25cm long and 5cm in diameter.

Then wrap in baking paper or cling wrap and freeze. When you are ready to enjoy simply defrost for about ½ hour(it is possible to slice frozen if in a hurry), slice and bake.

My favourite recipes to use are chocolate chip and oatmeal raisin.

ANZAC biscuits are another great biscuit but so easy I don’t bother to freeze them. Enjoy!

Nine glorious days in Port Davey & Bathurst Harbour

Chris Evenhuis

This series of articles describes the Evenhuis' cruise to Port Davey in words and pictures. To get the most from the photos I suggest you look at them online. – *Ed*



View towards the saddle.



Southern view to just below the summit



Western view with Joe Page Bay in the foreground and the Breaksea Islands in the middle distance.



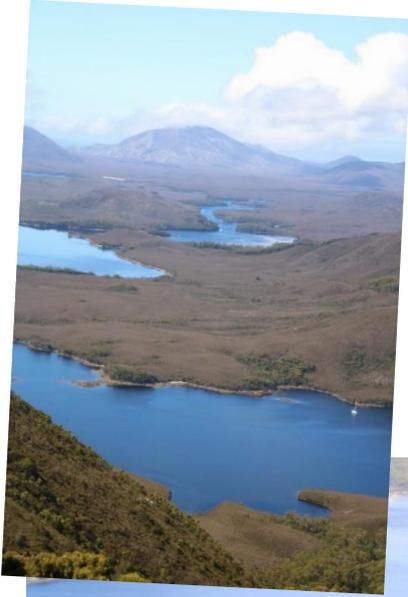
Northern View of North Inlet and the Arthur Range.



Eastern View of Bathurst Harbour with Old River in the distance.

Just below the summit we were surprised to see
Christmas Bells





On our descent, we were greatly encouraged to see our boat waiting at anchor in the distance. We were surprised to see She's Apples II anchoring in Iola Bay which was uncharted on our plotter but proved to be sufficiently deep for a safe anchorage. We anchored the night in Clytie Cove.



Rose pleased to be making the descent with She's Apples II in the background.

Wednesday morning was another clear day and we planned to row up Old River as far as we could. We anchored as close to the entrance as we could in about 3m of water right at the edge of the charted area. Not having read the instructions in the Royal Yacht Club Anchoring Guide we were unsure of where the actual entrance was to Old River and ended up in our tender on a sandbar near Swan Bay and needing to pull the tender by hand to get it back into deep enough water for rowing. We brought 7 litres of outboard fuel for the return journey as we expected the sea breeze to freshen in the afternoon as it had on previous days. After two and half hours of steady rowing we came to a dead end with facilities to tie up the tender and a track to a stand of Huon Pine and the river bank of Old River.



River bank at Old River

Huon Pine, Myrtle and small fish living in Old River.



After a leisurely lunch and a swim, we returned to our tender only to find that the captain had left the kill switch for the outboard on board the mother ship.

Needless to say, the captain was not the most popular man in the world at this point in time. As the saying goes, necessity is the mother of invention and we were motivated to problem solve. Our first attempt to improvise a kill switch was the inner ring of a 2 L juice bottle. We managed to start the engine, but it was hard to keep it running. Rose improvised a replacement using a cotton bud



and some Elastoplast to keep its shape. To our delight it worked but the motor would only start at full throttle which was a little disconcerting. We made it most of the way back to our vessel before running aground on another sandbar. We dual rowed the last 400 m back to the boat. We motor sailed back to Lola Bay where we anchored for the night. Once safely anchored, we pulled off the cover to the outboard to reveal that the throttle cable had completely come out of its housing. We must have run into one too many snags. Putting the throttle cable back in its place, the motor started but still would not idle. Further investigation by Rose (our resident mechanic) revealed that the cable had actually pulled itself past the screw that anchored it. A small adjustment made it possible for the motor to idle again.

Thursday morning started with two hours of drizzle that cleared to a fine day mid-morning. We hired a satellite phone for our trip and had a friend call us with the weather forecast at regular intervals but reception was difficult at times. We were unable to receive Tas Maritime Radio during our time in Bathurst Harbour. We had been able to get wifi near the airfield at Melaleuca so planned to walk through to get an updated weather report prior to our departure on Saturday. The track from Joan's Point was well marked but we were misled by an outdated map of the area which showed the track ascending the ridge rather than skirting a forest adjacent to Horseshoe Inlet. The track to the forest appeared to end at a campsite and we spent two fruitless hours trying to find the track to Melaleuca. Eventually we climbed to the ridge and re-found the track. The track proved to be very muddy and by the early afternoon it was clear that we were not going to be able to return to the boat by nightfall if we continued to Melaleuca. The walk hadn't been entirely fruitless; the leatherwood forest was very pretty and we did spot an orange-bellied parrot along the way.



Juvenile Leatherwood plants
in forest on South Coast
Track between Iola Bay and
Mt Beatie.

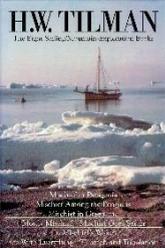


View north towards Horseshoe Inlet from near Mt Beatie

This article will conclude in the June Albatross. – Ed

What's on my bookshelf – Erika Shankley

The Eight Sailing/Mountain-Exploration Books by HW Tilman



HW (Bill) Tilman – “*mountaineer, sailor and one of the great explorers of [last] century*”¹ was a prolific author. This omnibus version of his eight books on voyages of exploration to some of the remotest parts of the world takes pride of place on my bookshelf.

Tilman was already well known for his mountaineering exploits, which are recorded in his seven mountain travel books.² However, by the time he was in his mid-50s he felt he was perhaps getting too old to continue this lifestyle and turned to the sea to satisfy these yearnings.

“*When advancing years put the Himalayas out of reach*”, he wrote in 1972, “*my thoughts turned to sailing and the chance of combining this and climbing, two activities that have much in common.*”³

Sailing was really a means to an end – voyages with a destination where he could find mountains and wild country to explore. In order to do so, he took on crew, somewhat haphazardly, sometimes selected through advertisements in the newspaper or people just gazing longingly at his boat.

His first five books feature his beloved 45 foot Bristol Channel Pilot Cutter, *Mischief*. In her he first voyaged to Patagonia where he and one of his crew successfully completed the first traverse of the Patagonian ice cap.⁴ On returning to their home base at Lymington nearly 12 months later they had covered 20,000 miles and circumnavigated South America.⁵

Other voyages in *Mischief* were made to Crozet Island, Greenland, Bylot Island and South Shetland Islands.⁶ He also skippered an Australian expedition to Heard Island on the yacht/fishing boat *Patanella*. Leaving your boat with the crew in order to do some mountain climbing came with inherent risks. In June, 1968, while the crew was on watch, *Mischief* came to an unfortunate end after striking a rock off the coast of Greenland and they had to abandon ship.

Far from being discouraged, Tilman purchased *Sea Breeze*, another Bristol Channel Pilot Cutter. In her he continued voyaging and climbing in various areas of Greenland.⁷ Unfortunately, *Sea*

¹ *Diadem Books dust jacket: The Eight Sailing/Mountain Exploration books – HW Tilman, 1987*

² *Tilman, HW, The Seven Mountain-Travel books, Libraries Tasmania 796.522 TIL*

³ *The Geographical Journal Vol 145 No 2, July 1979, Royal Geographical Society*

⁴ *Tilman was awarded the Blue Water Medal by the Cruising Club of America*

⁵ *Tilman, HW, Mischief in Patagonia, first published by Cambridge University Press, 1957*

⁶ *Tilman, HW Mischief among the Penguins, first published by Rupert Hart-Davis, 1961*

Tilman HW, Mischief in Greenland, first published by Hollis & Carter Ltd, 1964

Tilman HW, Mostly Mischief, first published by Hollis & Carter Ltd, 1966

Tilman HW Mischief Goes South, first published by Hollis & Carter, 1968

⁷ *Tilman HW, In Mischief's Wake, first published by Hollis & Carter, 1971*

Breeze suffered a similar fate to *Mischief* and was replaced by his third Bristol Channel Pilot Cutter – *Baroque*.⁸

His laconic prose and sense of humour makes these books good reading.

Tilman, himself, was a complex if taciturn character and it's worthwhile reading about his life through his biographies. They give an interesting picture of the man and the matter-of-fact way he lived his life.⁹

In his eightieth year, Tilman headed south as crew on board *En Avante*, hoping to reach Smith Island in the South Shetlands. He died as he lived when the ship disappeared with all hands en route to the Falkland Islands.



Five Years Afloat – Scott & Rachel Poulter

Part 4: 2017, Tasmania, NSW, Queensland, **New Caledonia, Vanuatu and the Coral Sea. Offshore**

We anchored off Howrah Point in our 47' Steel Ketch *Heemskirk* to watch the fireworks and see in the new year 2017. Then down the Channel with the aim of heading to Port Davey for the first time in our own yacht. It took until January 20 before a suitable weather window, in the persistent strong westerly pattern, opened up for the trip. We enjoyed our first trip, stopping at Bramble Cove, Kings Point and Schooner Cove but the gale force westerlies that delayed our arrival were forecast to return for an extended period so we headed back to Recherche with a keen desire to return in coming years.

During February we made our way around the Tasman Peninsula and Freycinet Peninsula north to our next target which was the Furneaux group. We enjoyed East Kangaroo Island and Prime Seal Island before heading to the magnificent Deal Island. We then made our way to the Tamar river via Badger Island. We explored the Tamar river where Rachel had spent her childhood. On the 31st March we departed the Tamar arriving in Eden the following evening. We had a very quick trip up the NSW coast stopping overnight at Eden, Broken Bay, Port Stephens and Iluka. We were back at the Royal Queensland Yacht Squadron in Manly by the 11th April.

Tilman, HW, Ice with Everything, , first published by Nautical Publishing Co Ld in association with George G Harrup & Co Ltd, 1974

⁸ *Tilman, HW, Triumph and Tribulation, first published by Nautical Publishing Co 1977*

⁹ *The Last Hero: Tim Madge, Mountain Books, 1995*
High Mountains & Cold Seas JRL Anderson, Gollancz 1980

We had one month to finalise our preparations for our scheduled departure in the Go East Rally to New Caledonia on the 10th of May. There wasn't too much left to do on the boat. We installed and commissioned the water maker, took delivery of the life raft and installed blocks and lines for slab reefing the main sail from the cockpit. We were lucky enough to sell our house at the same time which added to the long list of jobs. A good friend had signed up as crew giving us three for the passage to New Caledonia. While we had done plenty of overnights on the coast, at that time we were not confident of our ability to do a seven day 1000 nm passage, two up. We had signed up to the Go East Rally for the passage to New Caledonia to gain access to experience, planning support, customs immigration and quarantine and importantly to meet other cruisers.

On the 8th of May, a Category 5 cyclone had developed between Vanuatu and New Caledonia. Needless to say, our departure date was pushed back. At 06:00 on Tuesday the 23rd May the fleet of 20 yachts departed the Gold Coast Seaway with a light southerly. Conditions were perfect for the passage, we reached due east in a southerly breeze for two days, turning to the north as the breeze turned more easterly, sighting the magnificent Amedee lighthouse on the Sunday morning. We lost site of the fleet by the end of the first day, VHF contact was patchy and we only passed one other ship. We did have a daily HF sched with Northland Radio where we were able to keep track of some of the fleet. We dropped anchor in Baie de L'Orphelinat, Noumea before lunch then enjoyed a celebratory drink and anchorage party with Men at Work, Down Under welcoming each yacht as they anchored among the fleet. It was Sunday so we were required to remain onboard until clearance formalities could be completed Monday.

The Rally party was on the following Wednesday and this signalled the end of the Rally; we were on our own, but we had made lots of great friends. New Caledonia has a barrier reef encircling most of the main island and enclosing a lagoon studded with coral islands and reefs. In our first two weeks, we decided to explore within 30nm of Noumea starting at Amadee near the barrier reef, Ilot Maitre near Noumea, then south east into the security of Baie De Prony and then south to Ilot Mato. From there we headed to the north west of Noumea to Ile Mathieu, Ile Tenia and the beautiful Ile Mbe Kouen before heading back to Noumea to reprovision. This area is lovely cruising: a few local boats and some commercial activity. The sea snakes are everywhere,

seemingly spending much of their time lazing around on land!



Figure 1 - Baie De Ugo, Ile Des Pin

Fully stocked up again, it was mid June, when we headed to Ilot Kouare, a beautiful island 40nm from Noumea in the southern lagoon. We sat out some SE winds at Ilot Casey in Baie De Prony before heading 35nm SE to Ile Des Pins. Baie De Kuto and Baie De Kanumera provided secure anchorages where we met up with a couple of other cruisers. Together,

we headed around the eastern side of Isle Des Pin to the stunning Baie De Ugo. Elevated coral

reef islands covered with pine trees and surrounded by clear turquoise water. After three lovely days at Ugo we headed east across the north coast of Ile Des Pin to Ile Menore and another stunning anchorage with fantastic snorkelling over coral gardens and an 80m drop off.

Figure 2 - Atoll D'Ouvea, Loyaute Islands.



Leaving the other cruisers we took a 65nm sail NNE to Plage De

Pede on Mare the southern most of the Loyaute Islands, a string of four Atolls running SE/NW parallel to the main island (Grand Terre). A further 70 nm NW and we were at the lovely village of Drueulu on Lifou the second of the Loyaute Islands. Continuing NE a further 50 nm and we came to Atoll D'Ouvea with a diameter of 23nm and a crescent moon island on the SE side creating a beautiful protected lagoon. A further 25nm NW took us to the smaller and unpopulated Ile Beautemps Beaupre.

80nm to the WSW we approached the Grand Terre via the Passe De Hiengu entering the shelter of the Barrier Reef and continuing on to the picturesque town of Hienghene. Continuing NW inside the reef and alongside the magnificent mountains, passing small fishing villages we anchored at Baie De Pam 40nm, Ile Balabio Mouillage De La Fine 17nm, then around the North Western End of Grand Terre to Ile Yava 25nm and on to Poum 6nm, the first major town on the West Coast. We were now heading SE into the prevailing SE trade winds.

Figure 3 - Grand Terre, New Caledonia.



Ile Tanle 9nm provided excellent protection from a few days of stronger wind before we proceeded on to Koumac 23nm where there is a small marina with a lovely restaurant. Continuing on to Baie De Chasseloup 34nm where there is excellent protection. Between Baie De Chasseloup and Ile Lebris the 93nm passage must be made outside the Barrier Reef and into the prevailing trade wind. There are several Passes with secure anchorages inside that can be used to break up the trip. We chose to make the

most of a light breeze and motor sail this passage in a single day leaving via the well lit Passe Du Duroc before dawn re-entering at Passe D'Ouarai and anchoring at Ile Lebris in daylight. From

here it was a further 53nm via Ile Tenia and Ilot Mbe Kouen to Noumea on the 19th July, completing our circumnavigation of New Caledonia.

In general for New Caledonia we found the charts to be excellent. Noumea was the only real place for provisions, fuel and water, formalities were as expected, sailing and anchorages were excellent, the people on the Grand Terre were friendly and helpful but unfortunately we felt unwelcome on Ile De Pin and the Loyaute Islands.

We were keen to get to Vanuatu in time for their Independence Day celebrations on the 30th of July so we reprovisioned and cleared out in Noumea (the only simple option available). The port Captain said we could anchor where we like but not go ashore, for a few days, not weeks, before departing. We day sailed via Port Boise 38nm, Baie De Ouinne 37nm, and Lifou 62nm. We then did a 220nm overnight sail to Port Vila on Efate, arriving on the 26th July. We used an agent to arrange our paperwork on arrival which made everything very simple and included a 4 month cruising permit.



Figure 4 - Fire Dancing, Mele, Efate, Vanuatu.

We very much enjoyed Port Vila, with very friendly, welcoming, happy people, the security and convenience of a mooring at Yachting World and the wonderful and colourful Independence Day celebrations. From Port Vila it's a 20nm run around the SW corner of Efate to the very deep but secure Havannah harbour on the West coast with great diving at Lelepa and Pauls Reef. We enjoyed Efate for four weeks which included a fly in visit from our daughters, swimming in the Blue hole and the Cascades and watching the fire dancers at Mele.



Figure 5 - Diving, Lelepa, Havannah Harbour, Efate, Vanuatu

We had a great sail, 59nm, from Havannah Harbour on Efate to Revolieu Bay on the west coast of Epi where we delivered some gifts (clothes) to a family our friends had met the previous year. Our host Weakly took us for a walk to show us the village, the school, and through his garden. He plucked fresh

coconuts off the palm with a long bamboo pole then sliced the top off with his machete for us to

quench our thirst. The next day the family prepared traditional Lap Lap, wrapped in banana and yam leaves, grated tapioca, freshly killed and dressed chicken and cooked over hot rocks from an open fire.

A 30nm run to the NW took us to the Maskelyne islands on the SE end of Malekula. We made our way past the fringing coral reefs and found a secure anchorage on the NE side of Awei Island. A number of dugout canoes made their way past us with singing and laughter from the children onboard. Soon one of them approached *Heemskirk* and chatted to us. The afternoon continued in the same vein with our lovely visitors first chatting and then trading. We received some fresh provisions, including a cray fish in exchange for pencils, exercise books, t-shirts and shorts.

After a couple of days at Awei Island we proceeded 14nm up the east coast of Malakula to Port Sandwich, a very secure all round anchorage. From here we headed 31nm NE towards the active volcanic island of Ambryn. At night, from our open anchorage at Nopul on the NW corner of the island, we could see the glow of the active volcano shining up onto the cloud that persists on the 1300m peak.

We continued north the following day, exploring the west coast of Ile Pentecote. Anchorage was difficult to find with depths of many hundreds of metres close to shore and very few bays. After 36nm we approached the glorious Loltong Bay which provided an excellent anchorage. Our arrival coincided with the arrival of two other yachts, *Time Bandit* from Scotland and *Randivag* from Sweden. A lovely hut on the shore behind a small beach was the “Yacht Club”, run by the chief’s son and his family, to attract visiting yachties like ourselves. We were welcomed ashore by lovely friendly people. With the others we arranged lunch at the Yacht Club the following day and were treated to 12 small courses of local fare for a modest fee.

In company with *Time Bandit* and *Randivag*, we sailed 13nm north across the Lolvavavana Passage to the village of Asanvari on the SW corner of Maewo. Another great lunch at the chiefs “Yacht Club” and a beer with the sailing medics at the competing bar in front of the waterfall. The volunteer Aussie medics included a nurse, dentists and optometrists. On a tour of the village with our friendly young guide we met the Chief. Standing next to his grave we were told he had been dead for several years! We were unable to determine if a successor had been anointed. In Vanuatu it seems most people are related to the chief. Alternatively, if they hunt and kill enough pigs they become a chief, but not necessarily The Chief.

Sailing 10nm NW from Asanvari we came to Vanihe bay and the larger village of Lolowai on the dormant volcanic island of Ambae. Our friends on *Randivag* arranged a trip in the back of a ute along the north coast to a Village for lunch. Our host on this occasion was definitely The Chief. The road was rough but Australian aid money had been used to construct concrete culverts on many of the creek crossings preventing them from being washed out every wet season. The people of Vanuatu look to Australia and New Zealand as their big brothers and are very thankful for the aid provided.

A 62nm sail to the east brought us to the east coast of Espiritu Santo and beautiful Peterson Bay. The protected inner lagoon is accessible from around half tide. From within the inner bay there are two rivers each leading several kilometres inland through the bush to magnificent Blue Holes (limestone swimming holes). We enjoyed the many great anchorages of the east coast of Espiritu

Santo, including Hogg Harbour, Port Ory, Surunda Bay and Palikulo Bay where we discovered the wreck of the *Anson* of Hobart which used to haul Jarosite from EZ to be dumped off the continental shelf. Our favourite anchorage in the area was the beautiful Ratuia Island anchorage where the snorkelling was excellent and the resort very friendly.

We visited Luganville on several occasions. On days when the SE trade wind was lighter, it was safe and convenient to anchor at Luganville bay, pull the dinghy up on to the beach at the friendly resort and walk into town. We watched Richmond win the Grand Final at the “Tu” (Pub) with some other Aussies and another day enjoyed the region’s major celebration with dancers from all of the northern islands performing on the foreshore park. The highlight was the amazing water music troop standing waist deep at the foreshore and making music with their hands and the water.

It came time to leave Vanuatu so we headed to Palikulo bay where we could leave the boat safely and catch a taxi into Luganville to complete our departure formalities. Meanwhile the beautiful island of Ambae, that we had visited earlier, had been evacuated when its dormant volcano started erupting. Our taxi driver turned out to be The Chief of the local village at Palikulo Bay and we offered him our excess food provisions as each village was looking after many evacuees from Ambae. He drove us to his village to drop off the supplies and we were met by extremely appreciative ladies.

Cruising in Vanuatu is more challenging in terms of navigation and anchoring than New Caledonia. There are very few services, our anchor light being the only light visible on most of the islands with the exception of Efate and Espiritu Santo. However, the beautiful smiles, friendliness and welcoming nature of the Vanuatu people made it far more rewarding than New Caledonia and a truly wonderful experience.



Figure 6 - Chesterfield Reefs

On the 5th October 2017 we departed Espiritu Santo heading home to Australia. By emailing the French “Affair Maritime” we had approval to make several stops along the way at uninhabited French administered

reefs and islands. We had a fast 301nm passage in 25 to 30 knot ESE trades and 2 to 3m seas, arriving at Ile Huon two days later where we anchored for 24 hours. Ile Huon is a scrubby 1km

long coral island on the windward side of the barrier reef extending 135nm NE from New Caledonia. A beautiful, sheltered lagoon with easy access lies to leeward of the island and the area is teeming with nesting seabird, turtles and fish. A further 280nm and another two days fantastic sailing and we were anchored at the Chesterfield Reefs. We stayed here for 2 nights and could easily have stayed for a week, diving, walking and observing the birds and turtles. We made the final 479nm leg to Bundaberg in three and a half days.

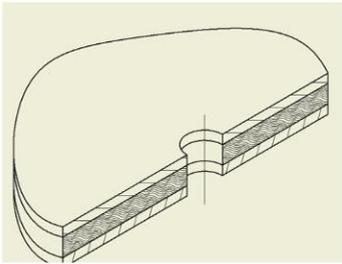
Back in Australia, we enjoyed swapping stories with the internationals arriving in Bundaberg from the Pacific. We knocked off a few of those maintenance jobs and then spent the remainder of the year cruising are favourite spots around Great Keppel island, the Bunker Group, Fraser Island and Moreton Bay.

Next up:

Part 5: 2016, Queensland, **NSW**, and Tasmania. **Living aboard**

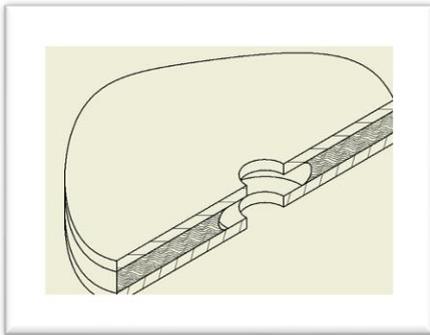
Recommended procedure for drilling holes in your boat – Tony Peach

We continually are reminded that *“a picture is worth a thousand words”*. My wordsmithing is significantly poorer than my abilities using computer aided design software, so the illustrations below should save you considerable reading time.

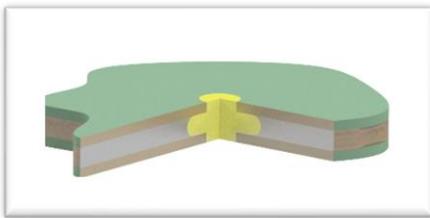


1. If you decide to mount a new bracket, stanchion, or other external structure to your hull, and you know you have a cored hull the following sequence is recommended.

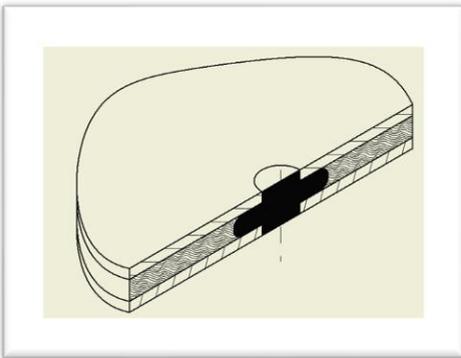
NB. A cored hull has a fibreglass and resin external structure, then a wood or balsawood or plastic foam spacer, then a second layer of fibreglass and resin.



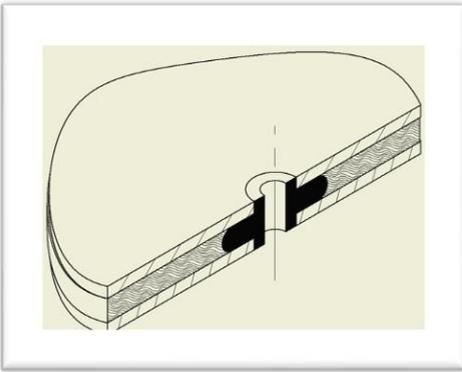
2. After drilling the hole, which should be approximately twice the diameter of the intended fastening bolt, it is necessary to enlarge the diameter of the intermediate core layer, as shown in figure 2



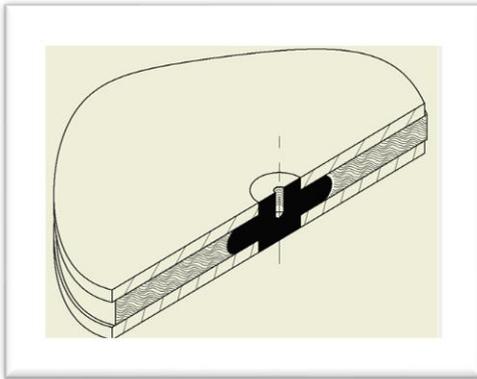
3. The hole and doughnut (toroid shape) core must then be backfilled with epoxy – resin.



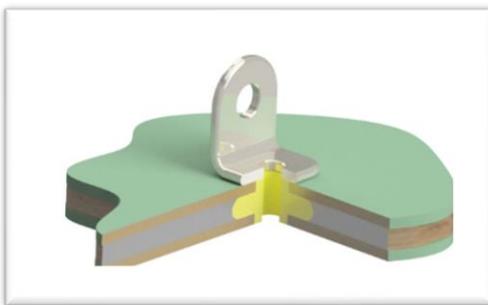
4. After ensuring that the resin is fully cured, you can move to the next step and either drill through as shown in figure 5 or drill partially through and then tap a thread as shown in figure 6.



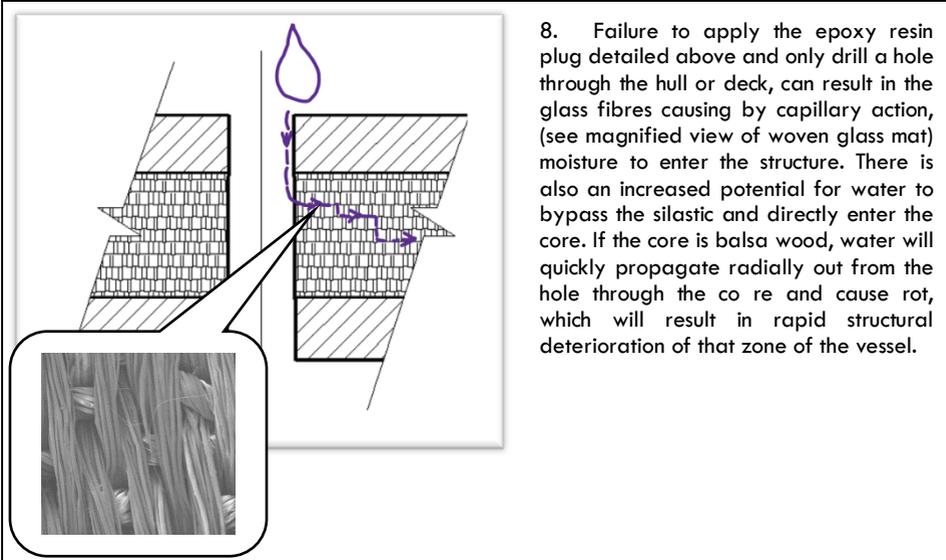
5. Once the resin plug has cured, it can be drilled through in preparation for mounting the new hardware.



6. If only a relatively small installation is required, rather than drill through the new resin plug, it can be drilled and then tapped (thread produced) to provide a female thread in the resin core.



7. All of the components should now be coated on the contact surfaces with polyurethane silastic and assembled to "finger-tight". Leave the final tightening for a couple of days to reduce the possibility of squeezing out the majority of the silastic.



Many modern vessels use “blown” (aerated), closed-cell, polystyrene foam as opposed to balsa wood. This is more resistant to water damage but can still cause water to enter locations within the vessel due to the capillary action of the moisture. The procedure to mitigate this potential damage has been provided above and requires only a little extra effort.

Answers to the quiz (page 21)

1. I am stopped
2. 25 times
3. 32cm
4. Force 5
5. Mayday Mayday Mayday

General Meeting Minutes, Tues 6th April 2021

1. Opening

Vice Commodore Mark Stephenson chaired the meeting due to the absence of the Commodore. He opened the meeting at 7:32pm.

2. Rear Commodore

The Rear Commodore David Bowker:

- introduced the Guest Speaker Erika Shankley who presented “*GPO to Tasman Landing*”
- thanked Erika for her presentation which was very well received. After the presentation, several questions were posed from the audience.

3. Secretary

Attendees and Apologies

- Apologies in advance - Val Nicholls, Paul and Allison Peacock, Cas and Rosalind Pitt, Elizabeth and Ottmar Helm, Alan Braddock and Dinah Jones
- Any other apologies – Chris Creese, Jean-Pierre and Mireille Corginet, Sue and Mike Powell, Richard and Shona Taylor, Liz Garnham, Duncan and Eva McKenzie, Graeme and Fiona McCarthy
- Any guests to be introduced – the Rear Commodore introduced two guests Stephen and Heidi Anstee who will be presenting to the club on their stay on Maatsuyker Island in a few months.

Minutes of the last General Meeting (2 March 2021)

Confirmed the minutes as a true and accurate record of the 2 March meeting.

Motion - The minutes of the previous General Meeting held on 2 March 2021, as published in the *Albatross*, be signed as a true and accurate record of the meeting.

Proposed by: David Mitchell Seconded: Mark Stephenson
The motion was carried.

Business arising from the Minutes

There were no matters arising from the minutes which were not covered elsewhere.

4. Membership Officer

Membership officer noted the new members but none were present to be introduced.

- Geoffrey Hook
- Steve and Lyn Logan
- Noel Cook and Sharon Elliston
- Stephen O'Brien

5. Vice Commodore

Report from Mark Stephenson

What is coming up:

- Donald Sutherland Memorial Navigation Rally – 17 April and Club picnic lunch -18 April where prizes will be awarded, prizes offered:

- Wrest Point invite the Third prize winner to tie up to their jetty at the property in Sandy Bay and use their boardwalk to The Boardwalk restaurant to use a \$50 dining voucher
- Peter Johnson Chandlery invite the Second place winner to accept a \$200 voucher to use instore at their Morrison Street chandlery
- Oyster Cove Marina invite the First prize winner to enjoy \$500 of yard services at their marina in Kettering. This would allow, as an example, a 12m vessel to lift out, pressure spray, 3 days hard stand and a launch. RYCT Trials being held on 30 April
- Dover/Port Esperance cruise - Anzac weekend 23 to 26 April
- Norfolk Bay and Tasman Peninsula circumnavigation - 24 May to 3 June.

6. Commodore

Report from Mark Stephenson

What has happened during the month:

- Extended East Coast Cruise
- Cygnet Regatta
- Extended West Coast Cruise – Port Davey
- Bruny Island Circumnavigation Cruise
- Letter regarding recreational impact that the proposed Bridgewater Bridge has been submitted. The Vice Commodore thanked Lew Garnham for writing the letter.

General business:

- WOB 19 April meeting to be held at the Storm Bay Sails Loft
- WOB first weekend in May Sail Away
- Information sought from the members of any questions or topics for the Winter Forums. Please contact Ian Barwick or Andrew Perkins
- The Editor reminded us that the deadline for submission to the *May Albatross* is 20 April. She also asked for any book reviews which people could provide.

7. Other Business

The Rear Commodore announced that the May speaker would be Julie Porter telling us about “SV Rhona H and her long Tasmanian history”.

The Vice Commodore announced the introduction of socialising at the downstairs bar after meetings where there would be a cash bar.

8. Next Meeting

Tuesday 4 May 2021 commencing 7:30pm at the RYCT.

9. Close

The meeting closed at 8:55pm.

Members' Buy and Sell

*Club members may advertise marine items free of charge in Buy and Sell.
Contact the Editor.*

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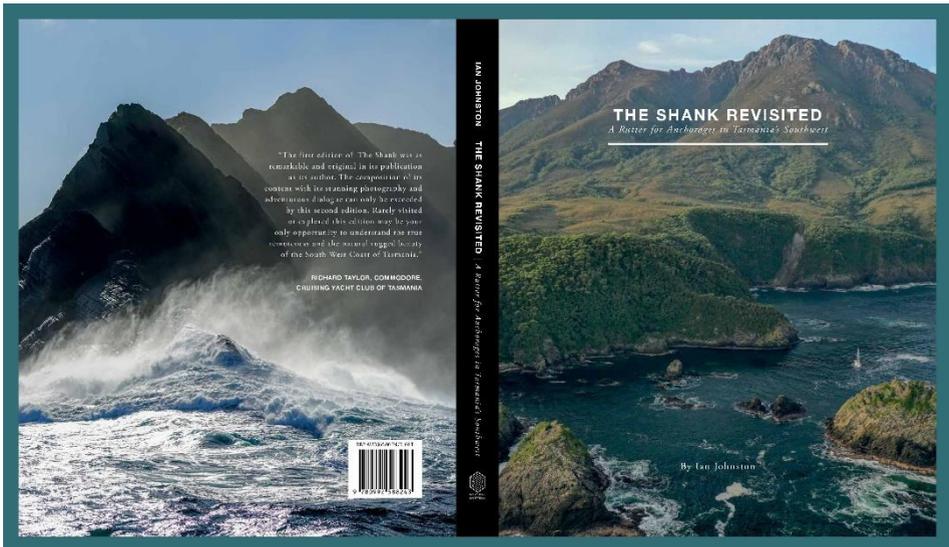


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