

Albatross

Volume 48 No 8 September 2022



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore	Val Nicholls	0404 825 310	<i>Aziza</i>
Vice Commodore	Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Rear Commodore	David Bowker	0418 136 493	<i>Duet</i>
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Warden	David Mitchell	0419 565 786	
Webmaster	Paul Kerrison	0429 999 911	<i>Wayaree</i>
Quartermaster	Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

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: Christmas in July WoBs cruise, Image by Sue Powell

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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.

REMINDER! Subs are now due!

Full single or Family - \$110

Social - \$85

Full time student or Junior - \$20

Students must be full time students and Juniors are under 18.

A social membership is for a person who has been a full time member for at least 3 years and has since sold their boat.

Payment options:

Through the website using PayPal (preferred method)

Direct deposit to the club's bank account (details above)

Editorial – Julie Macdonald



I was delighted to receive this text soon after the August *Albatross* arrived in letter boxes –

Just wanted to say that the pull out cruise calendar in the Albatross is SUCH a GREAT idea. Thanks very much. So helpful. At a glance.

Trying something new can be risky so it was great to receive such positive feedback.. Thank you.

*

It would be good to have a store of photos that I can use for cover photos through winter when there isn't much on-the-water activity. If you have any especially good ones please send me one or two, making sure that you name the photographer and location of the photo.

*

Thanks once more to members who have taken the time and effort to write articles for this issue. I am often surprised when I talk to members who don't participate much in club activities but stay in the club so can they receive the *Albatross*. I am always impressed with the quality of the writing and the variety of topics that you send in. Keep up the good work!

*

And a special thanks to Barry Bruce who isn't a CYCT member but was happy to write an article for the *Albatross* about using the squelch button on your VHF radio. Barry was the instructor on the VHF radio course I completed recently through the Bellerive Yacht Club.

*

As Val mentions in her report she will not be standing again for the position of Commodore as she has plans to go cruising next year. I'd like to thank her for her consistent help with getting the *Albatross* to press without too many errors. She and life member Erika Shankley diligently proof read every issue, making sure not too many mistakes slip through. My thanks to both of them.

Taken aback

Ships were said to be 'taken aback' if the wind was blowing straight into its sails and pushing it backwards. It had been used since the 17th century. The figurative meaning of the phrase alludes to something that is startling enough to make us jump back in surprise or shock

www.theidioms.com/take-aback

CYCT CALENDAR..... Check the website for more details

TUE 06 SEPTEMBER

Committee meeting /Annual General Meeting / General Meeting at the RYCT.

The evening when a new committee is elected at the AGM. Support your fellow members by coming along and contributing. AGM start time is 1930 hours.

SAT 10 SEPTEMBER

Maritime Marketplace, Kettering. Held in the carpark at the Oyster Cove Marina, your chance to bring your unwanted gear and offer these items up to other mariners whose need is greater. 0800 hours start, finishing at midday, rain, hail or shine. No entry fee to sell or buy. Park the car, set out your gear and encourage those wandering about to discover the amazing contents of your boot.

MON 19 SEPTEMBER

WOBs meeting at the RYCT at 1715 hours.

SAT 24 – SUN 25 SEPTEMBER

Bull Bay cruise. Located on the north east coast of Bruny Island, this open anchorage with an even sandy bottom will give protection for winds with a westerly component and is just a short trip from Hobart and Kettering. With beach access and sunrise views this could be an attractive short weekend away. Permission has been received to cross private land and to climb Dennes Hill, a 30 minute walk oneway. Cruise Contact TBA.

SAT 01 OCTOBER

Combined Clubs Opening Day on the Derwent River. With a procession past the Governor onboard MV Egeria, this is a colourful day out on the water. Details announced when available. Cruise Contact TBA.

SAT 15 – SUN 16 OCTOBER

Safety Day weekend, based in Barnes Bay. Ian Johnston will again share his knowledge on many of his boating skills. Limited number of participants again this year so please register early. Cruise Contact Ian Johnston onboard Juliene on 0418 202 957.

MON 17 OCTOBER

WOBs meeting at the RYCT at 1715 hours.

THU 20 – SUN 23 OCTOBER

Take advantage of the Show Day holiday and make it a 4 day weekend and head to the Tasman Peninsula. Time to get there, have a look around, move to the next spot, have a look around, take in the local views and activities, relax amongst fellow members, then head home refreshed after a good time away. The planned anchorages will be notified a few days ahead of departure when the expected weather conditions are known. CC TBA.

TUE 01 NOVEMBER

Committee meeting 1630, General meeting 1930 at the RYCT

SAT 05 – SUN 06 NOVEMBER

Adventure Bay has been little visited by Club members over recent years and with the prevailing westerly flow this could make for a good short break weekend away. The bay has a couple of anchorages to choose from, with dinghy landings from both. Ashore the village shop can supply the forgotten bits and pieces, the Bligh Museum will explain the local history, there are easy walks along the foreshore to Blackfellows Point and then enjoy a coffee or snack at the cruise boat visitor centre. CC TBA.

SAT 12 NOVEMBER

Join with our new members for a 'get to know you' event. Start a chat with a strange face and learn more about each other. Details will be advised nearer the date. Cruise Contact is the Membership Officer.

MON 21 NOVEMBER

WOBs meeting at the RYCT at 1715 hours.

SAT 26 NOVEMBER

WOB Sailaway. Cruise Contact Bev Hitchens onboard *Mystic* on 0431 567 776.

Commodore's report – Val Nicholls



There's something about September. In Australia it marks the first month of spring. It's the season that really allows Mother Nature to show off. It's the season that folklore associates with ideas of rebirth, rejuvenation, renewal, resurrection and regrowth. In CYCT terms this may loosely translate as: service the engine, clean the bilge, stock the cupboards, check out the cruising calendar, and start thinking about antifouling!

Day dreaming about bud burst and daffodils brings to mind the colourful show and coming together of our Annual / Anniversary Dinner. Many thanks to our Vice Commodore, Mark Stephenson, for once again giving of his time to organise this celebratory evening. This year, the event is intertwined with Hobart's Greek community. The menu is created and cooked by local Greek chefs and home cooks and, for our pleasure, young people will showcase their cultural heritage through a dance presentation. As always, it is a time to ditch the woollies and jeans for a bit of glam and a lot of enjoying CYCT company.

Taking the liberty to continue the spring theme of renewal and regrowth brings us to the AGM and the election of a refreshed committee. This year several committee members have come to the end of their term. A number of CYCT members have already expressed their willingness to contribute to the sustainability and growth of our club by volunteering for nomination. Some roles have yet to receive any nomination. I invite you to take the time to consider your own capacity to pick up a role. Be aware that, respecting the distance some committee members drive to participate in committee meetings, committee and general meetings are held on the same day/evening. I would like to sincerely thank the committee of 2020-2022 for their commitment to the life of the club through good humour, attention to task, and when needed, reflective and creative thinking.

As many of you know, I am not standing for re-election as Commodore despite this past two years having been so rewarding and enjoyable. Simply put, The Call of the Wild is too strong! It is time for me to drop the lines and push out on an adventure; time to carve 6 months out of my usual lifestyle and experience living and travelling on the good ship *Aziza*. Thanks once again to the committee and heartfelt appreciations for the support and friendship of the CYCT membership. Together you have taught me a lot about how rewarding volunteering can be. I know it's often said, but it truly has been an honour and a privilege to serve as CYCT Commodore.

Vice Commodore's report – Mark Stephenson



So good to see the sun staying out for longer each day. The garden has had a lot of neglect applied to it recently, just too cold and wet to get my interest up enough to leave the cozy wood burner!

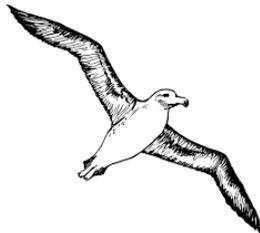
No cruises to report on this month. I have seen on Marine Traffic a few member boats out and about. Really is a time of year to find a weather window and make the most of it.

September is almost here and we have two events to start the season with. The Maritime Market Place is set for Saturday 11 September in the carpark at Oyster Cove Marina. A great opportunity for you to gather together all the unwanted stuff and load it into your boot and then present it for the passing parade of prospective purchasers. Be there between 10.00am and 2.00pm, rain hail or shine! Hoping lots of members of our club, other clubs and individuals can come along as vendors and purchasers.

Saturday 18 September is the date for the Adventure Bay cruise. Subject to weather of course. Hoping for light westerly winds for an easy day sail there and back, with loads of sun to increase the enjoyment level. A get together will be held Saturday afternoon, if numbers permit, onboard Crown Venture if we get away for the weekend (having just launched after two weeks on the hardstand) or aboard another vessel, or ashore.

October brings the Combined Clubs' Opening Day, with our new Commodore onboard leading the fleet in the Governor's sail past, then Safety Day has now become a weekend event with Ian Johnstone the Cruise Contact planning tips on towing, man overboard and knowing Ian, very likely, a lot more boat handling skills will be included during Saturday afternoon and Sunday morning.

Fair winds.



Rear Commodore's report – David Bowker



I have been basking in the glorious English summer which has been really quite remarkable. The presentation at the September meeting will be by Charlton Clark who is the General Manager of the Australian Antarctic Division. We don't have the details yet but I am sure it will be a talk not to miss.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a very popular session so registration is really important if you want to get in.

RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6.00pm.

Membership Officer's report – Scott Poulter



A big thank you to those who have paid their membership renewal which became due on the 1st of July 2022.

Unfortunately there are still a number of members who are yet to pay their membership renewal. At the end of September, 90 days after membership fees became due, the system will automatically suspend these accounts.

To prevent this happening, I will continue emailing all members with "outstanding payment" as a gentle reminder.

If you are not sure or want to check then please either log on to your club account, or email, text or phone me at:

membership.officer@cyct.org.au

0419 513 983

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

Christine and Jiri Vitesnik from Hobart with Sequester

PROVISIONAL MEMBERS UPDATED TO FULL MEMBERSHIP

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.

Peter & Sylvia Grewe

Guy Stainsby, Amanda Midgley, Ben & Will Stainsby

Bastion, Alexandra, Frederick and Henry Siedel

Little Bear

Huon Haze

Blue Crystal

New Member directory from November 2021 – Scott Poulter

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500
<i>Andromeda</i>	Dennis Pashen, Victoria & Dan Sheedy	0418 771 441
<i>Kapala 5</i>	Will, Felicity, Hugo & Jack Allison	0419 366 885
<i>Stardust</i>	Blair Bryant	0488 701 000
<i>Giovanna</i>	Kevin & Sharon Donovan	0429 053 846
<i>Red Rackham</i>	Tim & Fiona Hopkins	0422 263 096
<i>Elysium</i>	Michelle Alderson	0417 717 763
<i>Ca Va</i>	Christine (Chrissie) Matera, Michael Rowland, Arora Matera & Joshua Rowland	0438 266 425
<i>Little Bear</i>	Peter & Sylvia Grewe	0418 334 875
<i>Huon Haze</i>	Guy Stainsby, Amanda Midgley, Ben & Will Stainsby	0424 688 869
<i>Blue Crystal</i>	Bastion, Alexandra, Frederick & Henry Seidel	0448357027
<i>Sequester</i>	Christine and Jiri Vitesnik	0412 999 806

Updating your info for the new Membership Directory

The new Membership Directory will be printed by November and it is important that the information it contains is as accurate as possible. Do you have a new boat? Changed your address? To check and update your details please login to the website and follow these directions:

1. Hover the cursor over your name on the top right of the home page above the Cruising Yacht Club of Tasmania banner. You will see a drop down menu.
2. Click on My Profile and work through at least the first 2 boxes (Basic Information and Additional Member Data) to make sure the information is accurate.
3. Note that under Basic Member Info, Contact Information, the last heading – Other Info – allows you to elect to receive a printed newsletter or to download it from the website.

If you've had a go and have a problem then please contact the Membership Officer.

Introducing new members



Peter Grewe

Peter Grewe was first hooked on sailing at 8 years of age cruising on the family yacht through the Great Lakes of Canada.

Arriving in Tasmania 31 years ago to take up a Marine Biologist job at CSIRO, fell in love with Tasmania. Who wouldn't!!!

Peter has continued to pursue his marine passions on the water, and purchased his own boat, Little Bear (Beneteau Oceanis - 423), six months ago.

Now working to impart a sailing sense of adventure on his 17 year old daughter and first mate, Sylvia.

He's very keen to tick off those cruising destinations in Hobart and indeed further afield up the East Coast of Australia and might even head over to New Caledonia to partake in some French connections at the SPC Marine Research Facility in Noumea.

Bucket list items include Port Davey, Maria, Freycinet and Flinders to skill up for a cruise up the East Coast of Australia to hit some of the tropical highlights on offer and of course those amazing reefs that we were introduced to a few months ago..

While cruising is in his veins he will be looking to crew up and do a few races such as the Twilights, Two Capes, and possibly Launceston to Hobart.

Any interest in joining him for a sail to race or just head out for an afternoon spin around the harbour please feel free to get in touch.

Definitely looking forward to some handy tips on where to take off to for the weekend getaways to some of the amazing harbours that Tasmania has to offer.

Bring on those afternoon sea breezes!

Cheers.....

Dr Peter Grewe
CSIRO Oceans and Atmosphere



Guy Stainsby

Hi my name is Guy,

My family and I have recently purchased *Huon Haze*, a 33 foot Huon.

This is a return to sailing for me. I lived on a boat for a few years in South Australia. This might lead you to believe that I am an accomplished sailor. Sadly this is not true, but I do know enough to make me dangerous.

I actually have five children, all of whom I'm very proud. I will focus on the two that are still at home /in the state. Willow is my 14-year-old, much keener on soccer then sailing. We will be competing for weekend time on that basis. Benjamin is my 12-year-old. Again, far keener on soccer then sailing. However he can be hoodwinked into adventures due to his passion for fishing.

My wife has a distrust for deep water. She is somewhat prone to sea sickness and reports the best prevention is her passion for gardening.

Despite all of the above we've had some lovely adventures over the summer and autumn in North West Bay and the Channel beyond.

We are looking forward to meeting other club members and sharing stories.



Women on Boats report 30/31 July – Sue Powell & Marion Stoneman

Christmas in July

On a cool July morning just two boats set out for the Women On Boats (WOBs) major winter on-water event. A gentle northerly propelled *Elysium* south from the DSS with captain Michelle and a crew of two – Marion and Gypsy the Jack Russell. In the Channel, *Yaraandoo II*, captained by Sue and crewed by Alex, nosed out of Kettering and explored Coningham Beach before leading the way into Barnes Bay, where they took the CYCT mooring and the two boats were rafted up for an evening of fun and socialising.

WOBs on-water events offer women opportunities to share camaraderie, as well as learn and practice new skills in an atmosphere of encouragement. Such events are also an opportunity to tell tales, share experiences, discuss sailing-related issues and even trouble-shoot problems. For this weekend's group, sailing experience ranged from Sue's 25 years living aboard and cruising the Pacific to Alex who doesn't own a boat but crews casually in races and cruises.

After a cup of tea and a catch-up the women took the opportunity for a practical exercise, with Alex and Marion going aloft to retrieve a halyard lost when a corner tore off the Christmas flag. After some quick repairs the flag was flying again. Meanwhile, Sue and Alex collected Tracy from the Barnes Bay jetty in *Yaraandoo's* tender so that she could join us for the night.

Then it was a chance to celebrate with pre-dinner drinks on board *Elysium* before moving on to the main event. Sue had decorated *Yaraandoo II* with tinsel, lights, baubles and a tree ready for the festivities, and each diner dressed up in some Christmas headgear. Gypsy took umbrage at the reindeer antlers but soon settled down – perhaps she felt she was missing out! After more bubbles and much fuss made over Gypsy, we all tucked into a dinner of ham, turkey, potato-bake and roast vegetables, with lashings of gravy, followed by a delicious Christmas pudding served with cream and custard. Then came the Chris Kringle box with a small present for everyone. Chocolates and pre-bed time drinks consumed, it was time to bring the festivities to a close. We all turned in at a respectable hour and enjoyed a calm night's sleep, reconvening in the morning for a breakfast of coffee and croissants on board *Elysium*.

All too soon it was time to head home. *Elysium* cast off and motored back up the Channel and the Derwent into a gentle northerly. Sue dropped Tracy back to the jetty by doing a touch and go procedure at the Barnes Bay wharf as the tender outboard refused to start. Of course, we could have stayed on the mooring and put our outboard skills learned (curtesy of Alan at the July meeting) to the test but caution prevailed and we motored back to Kettering where even Captain Mike could not get a spark until the next day. After further servicing in the shed, the outboard has now been returned to the tender.

WOBs encourages all women sailors to join in our upcoming events and regular monthly meetings, supporting each other to gain confidence and knowledge to enhance our boating life.



WOB meeting, Monday 15th August, 2022 – Bev Hitchens



Presentation by Ginny Gerlach:

Coming to Grips with Anchoring

It was another very informative meeting, thanks to Ginny’s extensive personal library of sailing adventures. Her presentation focused on a specific cruise, where the weather turned unexpectedly nasty, the crew proved to be a liability, and how, as Skipper, she handled the situation. This proved an excellent practical way to demonstrate and analyse a particular anchoring challenge. Our group of 16 attendees was also happy to contribute stories of anchoring terror.

For me, the take-home message was the necessity of carrying out a pre-anchoring surveillance cruise, paying attention to hazards, the topography of the surrounding land, water depth and substrate variation, prevailing winds and currents. Tidal range and tide turn, as well as the swing-room requirements for different vessels should also be added to your list of variables, while the 24hr weather forecast should be considered as ‘a guideline’! Ginny also pointed out the value of ‘gut instinct’, a skill that is honed with experience.

The accompanying handout on the technical aspects of anchoring is available on the Club website under ‘WOB Documents’.

We retired to “Magic Curries” at Battery Point to continue the discussion over a tasty meal.

The next meeting, on 19th September, welcomes Marco Lo Schiavo. After the interest shown at the “She Sails, She Rows” weekend in the building of St Ayles skiffs, Marco will entertain us with details of his boat-building experiences.

On another important note... the September meeting will be Sue’s last as a WOB Co-ordinator, as she has is nominating for a position on the new CYCT Committee. I will continue in my role until December, so both positions will be open for 2023. If you are interested in a role as co-coordinator, please contact us for the inside word.



Ginny describes the situation she found herself in and how she dealt with it.

CYCT 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. All skills areas including, but not limited to, sailing, boat handling, vessel maintenance, navigation, safety and regulations are to be encouraged.

The rules governing the Development Fund are:

1. The annual allocation and the subsidy will be set by the Committee from time to time.
2. There will be an annual maximum fund allocation (Note 1). Once the funds are exhausted within a particular year (1 July to 30 June), then no more applications will be accepted until the next year, and rule 6 will still apply.
3. Open to any CYCT member, who has been a full member for at least 1 year.
4. Members are eligible to a subsidy (Note 2) towards the cost of a training course.
5. A member may only apply for one subsidy per year (1 July to 30 June).
6. Written applications must be received by the Committee after completion of the course but no later than 60 days after completion.
7. A member may only receive funding once for a particular course.
8. Only approved courses as determined by the Committee are eligible. As a guide (but would have to be looked at individually before approval), most Sail Train courses run by DSS and courses organized by the CYCT would be approved. Because it's impractical to provide a complete list of courses, applicants are advised to enquire beforehand.

Note 1: 2017 initial allocation is \$500. Note 2: 2017 initial subsidy is 30% of the cost of the course up to a maximum of \$60.

Online courses from Deckee

You might have missed this in a recent Deckee newsletter:

Deckee online courses <https://www.aabboating.com/learn/>

Radio courses, navigation and seamanship, skipper training and sea safety and survival.

Also from Deckee –

Deckee Heatmaps unlock local knowledge in your pocket – they can help you see what pathways other boaters follow, feel confident to discover new places, find those quiet spots to relax, and many other insights to plan a fun day on the water! When trips are logged in an area over time, the 'heat' will start to increase. You can contribute to the community Heatmaps and help others by logging your trips with the Deckee app. If you don't want to contribute, no problem! When you finish your trip, set it to private and it won't be visible in Heatmap updates.

*** *MAST has partnered with Deckee, the all-in-one boating app.* ***

Book Review - Quest Reviewed by Bev Hitchens

Quest, by George Dibbern


Those of you who were in Hobart for the Australian Wooden Boat Show in 2019 may recall some advertising billboards around town which featured the words: “Who is George Dibbern?” Well, my curiosity was certainly piqued, and I resolved to find out.

I discovered a stand in the POW pavilion promoting a book about this chap, who went adventuring in his 32ft double-ended ketch, *Te Rapunga* (Maori translation: variously, ‘The dark sun’, or ‘longing’), back in the early 1900s. The stand was set up by Bruny Island Adventures and Andrew Denman, who was in the process of restoring the aforementioned ketch to her former glory.

The book, *Quest*, is a 2008 reprint of the original, published in 1946. It is the diary of George Dibbern a, self-styled ‘citizen of the world’, written during his journey, sailing from inter-war Germany, in search of the paradise he experienced in New Zealand some 10 years earlier. He was guided by a philosophy of universal brotherhood and has been described as a ‘man ahead of his time’, notably by the like-minded author, Henry Miller, who was a strong admirer. However, considering Dibbern abandoned his wife and three young children to undertake his adventure, leaving her with no form of income, at a time when there was no such thing as social security in Germany, I may have found other words to describe him.

However, let’s focus on this chap’s adventurous spirit, and his unerring ability to get out of trouble, both on the water and on the land, which lends an almost humorous touch to the tale.

He leaves Germany in August 1930 with a crew of four, having had to scrape together favours to render the boat seaworthy. This is a portent of things to come. Askance at the size of the vessel, the crew is advised by Dibbern that “in a small boat, one has to be as clean as in a maternity ward, as orderly as in a card index, and as deft as in a china shop”!

The journey takes the crew, of varying make-up, from Kiel across to Cornwall, then south into the Mediterranean and eventually, after some months, across the Atlantic, through the Panama Canal, north to San Francisco and across to New Zealand. Their adventures are often life-threatening, and sometimes this is so understated that I suspect the terror is lost in translation.

Dibbern has an easy manner and an enviable ability to make friends; these things are his saving grace. His diary is deeply personal and we are given revealing insights into his moral and spiritual philosophies, which become finely honed during his 4yr journey to New Zealand. The diary makes for very interesting reading, although anyone with sailing experience will be left scratching their heads. It seems no small miracle that he achieved as much as he did. Finally, one is inspired, I suppose, at what can be achieved with the right attitude and a lot of luck! As a final, local note of interest, Dibbern ended up in Australia at some stage, winning the lottery, and buying Partridge and Satellite Islands, in the D’Entrecasteaux Channel. Happy reading!

Using the squelch (SQL) button on your VHF radio – Barry Bruce

I have had a several instances recently where boat owners have reported poor VHF radio performance. Specifically, they have described poor or no reception, only being able to hear from vessels in their immediate vicinity or suspecting that their radio was not transmitting (because they could not get a response). On investigating further, in each instance, the problem was the same. An incorrectly adjusted Squelch setting. This simple little control, whether it be a knob, button, or dial, is one of the most important features of your VHF radio. But, as it turns out, it is often neglected and misunderstood. An incorrect setting can make your VHF radio seemingly unusable! In an emergency, this can be life threatening. So, it is worthwhile checking how to access and adjust the squelch setting on your radio. In fact, you should do so every time you turn your VHF on, every time before you send a transmission, and every few hours when on a long passage.

The Squelch control will be labelled 'Squelch' or simply 'SQL' or 'SQ'. It may be a separate knob or a secondary dial associated with the volume control; it may be operated by a separate button, or it may be operated by some combination of these. The Squelch control provides a way of shutting out (or muting) the ever-present but annoying background static that your radio detects while allowing voice transmissions to be heard.

The background static is a combination of man-made and atmospheric derived radio signals. This static is weak in its signal strength relative to an incoming voice message from another VHF radio within range. The Squelch control sets a signal strength threshold below which radio signals are 'ignored' - the radio remains muted (silent). If an incoming signal is stronger than the Squelch-set threshold, the radio unmutes, and you hear the transmission through the speaker. The signal strength of an incoming voice message can depend on many factors including how far away the other vessel or station is, the transmission power, aerial heights as well as environmental and atmospheric factors to name a few.

This feature of setting a signal strength threshold means that only signals stronger than the threshold will be heard. However, this means the higher you set the threshold using the Squelch control, the higher the incoming signal strength needs to be for your radio to unmute and allow the transmission to be heard. A VHF radio set to maximum Squelch will only unmute for the strongest incoming signals.

What this means in practice is that if the Squelch is set to zero, the radio will allow all transmissions to be heard from weakest (e.g. vessels or stations at the edge of range) to strongest (the vessel next to you) – but you will also continuously hear the annoying background static which may ultimately make it hard to listen (and consumes power). If the Squelch is set to maximum, you will only hear the strongest incoming signals (e.g. the boat next to you) and nearly all other incoming traffic will be muted and not heard. In every case where the boat owners I referred to in the beginning reported VHF radio problems, it was because they had the Squelch set too high.

So, what is the best setting? Under normal circumstances, the best setting is where the Squelch control just mutes the background static. Keep the volume low and gradually turn the Squelch down until you hear the background static. Then gradually turn the Squelch up until the background static just disappears. Do this a couple of times to make sure you have it set correctly. Now turn the volume up to the level required to hear the radio over your normal operations. I usually check and reset the Squelch control when I first turn the radio on and before every

transmission – just to make sure – and, because the background static can change depending on where you are and the time of day, it is a good idea to check and reset every so often on a long passage (e.g. travelling up the east Australian coast).

Using the Squelch control can sometimes be a fine balance. In an emergency, it may be advisable to reduce the Squelch if an incoming distress signal is near to the threshold of 'normal' operation. You may notice the incoming transmission is breaking up or is mainly static. Reducing the Squelch may allow weak transmissions to be heard in these cases.

In any event, don't forget to always check and set your radio's Squelch control! Remember too that it is a legal requirement to hold a radio operators' certificate when operating a VHF radio. There is a range of local providers who run radio operators' certificate courses including major yacht clubs. Once obtained, your certificate is valid for life, internationally recognised and courses provide the necessary training to effectively operate your radio.

Barry is a commercial skipper and Australian Sailing Instructor, holding Master V, RYA Yachtmaster Offshore and Marine Engine Driver III certificates. He is a listed VHF/IHF Invigilator with the Office of Maritime Communications.



Enjoying Bass Strait – Scott Poulter

Crossing Bass Strait

Crossing the notorious Bass Strait is generally considered a significant achievement for any cruising vessel. We have “crossed Bass Strait” nine times and most importantly, all of these crossings have been in conditions of our choosing! None have been in average winds greater than 25 knots! As we became more experienced, we utilised intermediates such as Gippsland Lakes, Babel Island, Killiecrankie Bay, Refuge Cove, Deal Island, King Island and Eddystone Point to provide additional flexibility, keep the required weather windows down and improve wind angles thus allowing us to **Cruise Bass Strait** rather than just cross Bass Strait.

Challenges – What’s Different in Bass Strait?

1. Tides, tidal currents and their effect on sea state
2. Wind & Weather ‘concentration’ and ‘corner effects’
3. Anchoring in the Furneaux Group
4. Distances between ‘secure anchorages’ – passage planning

Tide & Tidal Currents

Bass Strait is relatively shallow at 70-80m. The tide floods from the continental shelf into the middle and south (Port Sorell), the furthest point from the continental shelf. Tide heights increase as you get further from the continental shelf.

The primary challenge / difference in navigating Bass Strait, the Furneaux group, the Kent Group and the Fleurieu group, is the presence of strong (1-3 knots) to very strong (3-5 knots) currents associated with tidal flows (flooding) into and (ebbing) out of Bass Strait. Tidal currents are very strong in Banks Strait, Sisters Passage, Armstrong Channel and Hunter Passage, increasing close to islands points and capes.

In these areas it is best to plan passages to:

1. Travel with the current or at slack water,
2. Travel with or across the wind to avoid wind over tide,
3. Be cautious of larger residual sea states and swells when travelling with the peak current

Wind & Weather

Weather systems are similar to the rest of Tasmania with westerlies associated with cold front systems and easterlies associated with high pressure systems. Wind associated with these systems is often concentrated by the land masses to the north and south and the uninterrupted flow through Bass Strait. Further concentration of wind often occurs in, what I call the ‘corner effect’, off Cape Grim, Banks Strait, Cape Otway, Wilsons Promontory and Gabo Island. The movement of low-pressure systems in Bass Strait is unpredictable and these systems are best avoided.

Wind in Banks Strait and Franklin Sound may also be further accelerated due to topographical effects funnelling wind through these areas. Strzelecki Peaks at 756m on the SW end of Flinders Island and Mount Kerford at 503m on the SE corner of Cape Barren Island, which contribute to the funnelling and, may draw down very gusty winds from higher altitudes to adjacent anchorages.

Anchoring in the Furneaux Group

It is important to note that there are many secure anchorages in the Furneaux Group. Use these when the wind picks up or when a change is forecast. In settled weather explore the less secure and weedy anchorages.

Successful anchoring in weed depends on the anchor point cutting through the full depth of weed and biting into the substrate below. When setting, it is important to slowly lay the anchor and the full scope of chain before any pressure is drawn on the anchor, then slowly draw more and more pressure. The objective is to never drag the anchor through the weed because as soon as this occurs the strap weed collects on the fluke reducing its effective length and preventing it from penetrating to the substrate.

Sharp or pointy fluke(s), the maximum perpendicular distance from the shank to the point of the fluke and self-righting are the required attributes. For a single operational anchor system, I recommend the Sarca Excel, Rocna, WASI/Bugel, or Manson Supreme. These anchors are very good all-round anchors, quick setting, with excellent holding power. If I had the luxury of a dual operational anchor system then my second anchor in the Furneaux group would be a Marsh.

Distances Between Secure Anchorages

The distance between secure anchorages in Bass Strait can often be significant (>100nm). There is also likely requirement to move anchorage at night due to wind change. For these reasons it is important that both crew and vessel are fully capable for night-time passages when cruising these waters.

Cruising Destinations Within & When Crossing Bass Strait

Upper East Coast – Freycinet Peninsula to Eddystone Point - 80nm

When heading north towards Bass Strait, Freycinet Peninsula presents the last opportunity of secure anchorage from all wind directions. The upper east coast often has variable coastal winds from the north, south and west in westerly weather patterns and predominantly onshore winds and swell in easterly weather. Sheltered anchorages are particularly limited on this section of coast and all suffer from the effects of easterly swell including, Long Point W-N, Binalong Bay W-SSE and Cosy Corner NW-SW.

Banks Strait – Eddystone Point to Cape Portland - 30nm

In unfavourable weather, with a 3-knot tidal flow, wind over tide, and many offshore dangers, Banks Strait from Cape Portland to Eddystone Point is particularly dangerous and must always be treated with respect and caution.

Eddystone Point has good anchorages on the north side at Picnic Corner SSE-WNW and on the south side in WNW-N. Great Musselroe Bay, in the middle, has good protection from SE to WSW but can be affected by residual E & NE swells. At the western end is an excellent anchorage at Foster Inlet NNE-S, nearby Cape Portland must be given a wide berth.



Eddystone Point South, NE Tas

The Furneaux Group - 75nm

These notes are presented as an anticlockwise circumnavigation of the Furneaux Group starting from Eddystone Point. We have anchored in those notated with (*) and sat out stronger winds in those notated with (^).

Eddystone Point to Cape Barren – 37nm

This passage runs north south across the eastern extremity of Banks Strait resulting in some carryover of sea state and with significant (1.5 to 2kn) tidal flows as you close Cape Barren, ebbing to the NE. Anchorages include Jamieson Bay to the south of the Cape with Burgess Bay and Harleys Point to the north of the cape depending on the wind, all affected by E swell.

East Coast, Cape Barren to Babel Island – 30nm

A 30nm passage from Burgess Bay north past Vansittart shoals takes you to the lovely Babel Island. At Babel Island there are anchorages that offer shelter from most wind directions, however easterly weather, past and present, will bring swell into play. Anchorages include: off the beach south of Sellars Point* SW-NW, south east beach Babel Is NW-NE, Cat & Stonehouse Island N-NE, Holloways E-SSW and West Beach E-SW.

North Coast, Babel Island to Roydon Island – 44nm

From Babel Island the coast heads NW along Foochow beach for 24nm with tidal flow flooding into Bass Strait, increasing significantly, as you approach the northern tip of Flinders Island at Stanley Point. From Stanley Point the coast heads 15nm roughly SW to Cape Frankland and a

further 5nm SE to Roydon island with very strong tidal flow, generating overfalls, through Sisters Passage to Blyth point and strong tidal currents flooding SW through to Roydon Island. Anchorages include Holloway Pt SW-W, House Bay on Inner Sister Is. NW-NE, Blyth Bay Palana SE-SW, Killiecrankie Bay* E-SE and Roydon Island*^ NW-E. There are also several anchorages at Outer Sister Island. With the exception of Roydon island, all of these anchorages are only approached via areas of strong to very strong tidal flow and therefore a stable and light weather pattern is preferred for this section and travelling with the tidal flow is recommended.

West Coast, Roydon Island to Thunder & Lightning Bay – 35nm

The west coast of the Furneaux group, from Roydon Island to Thunder and Lightning Bay, has less tidal flow, less swell and offers a multitude of beautiful anchorages suitable for most conditions. Anchorages include Roydon Island*^ NW-E, Marshall Beach/Rock*^ NE-SE, Port Davies* E-SW, Settlement Point N-E, Spit Point & Peacock Bay*^ Prime Seal Island SW-N, Loughtons Beach East Kangaroo Island SW-NW & Front Bay* East Kangaroo Island NW-NE, North Trouser Point SE-S & South Trouser Point*^ N-E, North Badger Island SE-SW & Lucy Point Badger Island* SW-NW, Thunder & Lightning Bay*^ NW-ESE and Key Island Bay*^ NW-SSE.

Lady Barren, Franklin Sound & Adelaide Bay – 25nm

Franklin Sound separates Flinders Island from Cape Barren Island and provides access to the port of Lady Barren where fuel can be arranged and water is available at the jetty. The anchorage at Adelaide Bay is best avoided except in northerly winds due severe wind over tide effects and poor holding.

Armstrong Channel - 15nm

Armstrong Channel separates Cape Barren Island from Clarke Island. The channel has very strong tidal flows with rips and overfalls. There are a number of anchorages including Horseshoe Bay S-NW, Hamilton Roads SW-NW, Maclaines Bay E-S, Battery Bay* N-ESE, Kangaroo Bay E-W and Kent Bay* W-E. However, most have poor holding.

Banks Strait, Thunder and Lightning Bay to Eddystone Point – 43nm

Thunder and Lightning Bay and Key Island Bay are excellent anchorages with great beaches, beautiful boulders, and good holding, to shelter from NW through N to SE while waiting for the right weather and tide to transit Banks Strait. There are a number of anchorages along the way through Banks Strait including West Bay on Preservation Island N-SE, on Clarke Island, Spike Cove N-SE*^, Rebecca Bay WNW-ENE, Moriarty Bay NW-S, and Swan Island NW-N which should **all** be considered fair weather anchorages due to the close proximity of very strong tidal flows, rocks and shoals.

Kent Group – 32nm

The Kent Group including Deal Island, has anchorages for most wind directions including East Cove NE-S, West Cove W-N, Garden Cove SE-SW, Winter Cove SW-NW. However, the group is fully exposed to the wind and swells of Bass Strait and significant tidal currents exist in the area and is therefore best kept for settled weather. The Kent Group is 32nm NW from the Furneaux Group, 50nm SE from Refuge Cove, 100nm SSW from Lakes Entrance, 100nm NNE from the Tamar & 205nm SW from Eden.

Wilson's Promontory – East. Refuge Cove – 50nm

50nm NW from the Kent Group, 82nm NW from the Furneaux Group, 100nm from Lakes Entrance, 125nm from the Tamar and 225nm from Eden.

Refuge Cove provides shelter from most winds except developed E-SE. Refuge Cove provides access to excellent walking trails.



Refuge Cove, Wilson's Promontory

Gippsland Lakes – 100nm

100nm from the Kent Group, 100nm from Refuge Cove, 120nm from the Furneaux Group, 130nm from Eden, 200nm from the Tamar. This is the best managed bar and waterway in Australia with free 2 hour and 48 hour jetties in front of most towns and beaches.

The bar is dredged, sounded, tide level prediction, actual measured level, there is a wave buoy, tidal flow rate prediction, actual flow rate, two web cameras & monthly soundings. With all this available on the website / app. The bar itself is short and sweet and with all the data available and with the appropriate timing and conditions can generally be safely navigated.

Upon entry, turning immediately right takes you into Cunninghame Arm and Flagstaff Jetty with 2 hour and 48-hour free berthing, white sandy beaches and a couple of shacks. Continuing further east in Cunninghame Arm brings you to more public berthing on the foreshore of the Town of Lakes Entrance.

The shallowest section, that must be navigated to gain access to the remaining 25nm of the Gippsland Lakes, is 0.6nm NE of Cunninghame Arm where the Narrows turns 90 degrees to the WSW into Reeve Channel. The depths at this turn vary and are surveyed monthly and updated on the online information. On our last passage, on 9/12/2019, we encountered a minimum of 2.6m water with a tide level of 0.75m.

From this point Reeve Channel steadily increases in depth and offers numerous sheltered anchorages in Bancroft Bay. Meeting, has an extensive public jetty laid out in front of the pub.

West from Meeting, the waterway opens up into Lake King, with a depth of around 6m in most areas. Anchorages include Duck Arm, Newlands Arm (all directions) and Sperm Whale Head SE-SW. The passage between Russel Island and Paynesville provides numerous public jetties.

King Island - 170nm

King Island marks the western side of Bass Strait, 120nm from Wilsons Promontory and 45nm from Three Hummock Island. The west coast is consistently exposed to SW swells from the Southern Ocean. There are two harbours, the swell effected fishing boat harbour at Currie on the West Coast and the main port servicing the island at Grassy on the SE coast. There are good anchorages on the east and north east coast off beautiful sandy beaches at Lavinia Beach S-SW and Nine Mile Beach SW-NW.

North West Coast – Fleurieu Group, Stanley, Burnie, Devonport & Port Sorrell - 113nm

Hunter and Three Hummock islands provide safe anchorage for most wind directions including Shepherds Bay, Chimney Corner, Bear Island and Coulomb Bay. However, the wind strength on this corner can often be significant and therefore problematic to security.

From Three Hummock Island to Stanley is 25nm, with good anchorage south of Cable Point in Easterly weather and in Sawyer Bay in S-NW. The historic town of Stanley has secure mooring alongside in the Fisherman's dock but look out for the significant tides. 19nm further East is Burgess Cove S-W on the east side of Rocky Cape. A further 22nm east is the port of Burnie with good anchorage in Emu Bay SSE-WNW. The Mersey River at Devonport has a deep-water entrance, but no safe anchorage and a berth must be taken alongside at the Mersey Yacht Club. 33nm east of Burnie is Port Sorell with an excellent all-weather anchorage within the estuary. It's a further 15nm on to Low Head at the entrance to the Tamar Estuary.

Tamar Estuary - 27nm

The Tamar estuary, from Low Head past Bell Bay to East Arm is a busy shipping port with minimal room to spare when a ship is on the move. Look up Tas Ports website for planned shipping movements and/or call Bell Bay VTS on channel 12. In addition, the tidal flows throughout the estuary and at Low Head are very significant (3 knots). Both hazards must always be taken into consideration when passing the estuary.

Public dock at Beauty Point



The Tamar River provides many safe anchorages, a small marina at Beauty Point, a fuel dock at PDYC, numerous public pontoons along the estuary to access the Tamar Valley. Our Favourite anchorages include Dark Hollow – West Arm, PDYC - Middle Arm, Spring Bay, South of Deviot and Windermere/Rosevears.

North Coast – Low Head to Foster Inlet - 57nm

This coast is particularly exposed in W to N weather and has a limited number of sheltered anchorages. Anchorages include: Bridport SE-SW, Croppies Point NE-S, Waterhouse Island – Homestead Bay NW, Tomahawk Island. SW-WNW, and Foster Inlet NNE-S.

Overview

- Tidal Flow Rates into and out of Bass Strait are significant.
- Swell can Limit the east coast anchorages from Freycinet to Flinders.
- Respect Banks Strait!
- Distances are significant – Overnight sailing capability is essential.
- Strong Northerlies are a challenge on Tassie North Coast, Fleurieu Group and King Island, excluding inside Tamar River & Port Sorrell.
- Many fantastic anchorages in the Furneaux Group but avoid the worst of the wind. (Perhaps head to the Tamar for a couple of days)
- Kent Group (Deal Island) is for settled weather.
- Gippsland lakes are a great destination and/or stopover.
- Wilsons Promontory is Fantastic in Westerly Weather.
- **Don't just Cross Bass Strait – Cruise Bass Strait!**

Quiz

1. Who was the first person to sail single handedly around the world and what was the name of his boat?
2. Name Germany's biggest battleship in World War II
3. What is the overall term used to describe different types of rope used on a vessel?
4. What is a Plimsoll Line? Answers page 38
5. What is a fathom?
6. On which ship did the Japanese sign the 'Instrument of Surrender' on September 2, 1945, bringing an end to their participation in WWII?
7. Why is the Mary Celeste famous?
8. The yacht *Lively Lady* was sailed singlehandedly around the world by which yachtsman?
9. When someone says there is 'no room to swing a cat', which cat are they referring to?
10. The Titanic was owned by which shipping company? Bonus question – in which year did she sink?



Cruising Yacht Club of Tasmania

MARITIME MARKET PLACE

(a nautical car boot sale)

Saturday 10 September in the carpark at the Oyster Cove Marina,
Kettering.

From 08.00 am to 12.00 noon

Drive in, find a car park, open the boot, set up your table,
display your wares and await your eager customers

or

Drive in, find a carpark and go searching for nautical bits and pieces

FOR SALE!

Come sell or buy

Free entry to all

Rain, hail or shine !

AGENDA 47th AGM, Tuesday 6th September 2022

1. Opening

Scheduled for 7:30 pm

2. Attendees

Member are asked to register their attendance on the sheet provided for the Club records.

3. Apologies**4. Minutes of the previous AGM held on 7 September 2021**

Motion - The minutes of the previous Annual General Meeting held on 7 September 2021, as published in the Albatross, be signed as a true and accurate record of the meeting

5. Business arising from those Minutes (if any)**6. Treasurer's Report and Auditor's Report for financial year 2021-22****7. Appointment of Auditor**

Confirmation of Auditor appointment for the financial year 2022-23

8. Commodore's Report**9. Presentation of Awards****10. Election of Office Bearers**

Committee positions to be declared vacant at the meeting and re-filled by election:

Commodore	Membership Officer
Vice Commodore	Webmaster
Rear Commodore	Warden
Treasurer	Committee Member No.1
Secretary	Committee Member No.2
Editor	

11. Any Other Business

Changes to constitution Section 9 to be ratified

12. Close

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief.

Committee roles and responsibilities

This information is an abbreviated version of that found on the Club website. Go to www.cyct.org.au/Members/Committee for full details of all Committee positions. A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Editor at editor@cyct.org.au.

Commodore

The Commodore is the public face of the Club, promoting the Club and presiding over the Committee and Club affairs. The Commodore has a vote, but not a casting vote. The role includes presiding over Committee, General, and Special meetings and the AGM, ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization, and overseeing all legal requirements and Public Officer duties. Availability for member consultations is a priority.

Vice Commodore

The role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member.) The Vice Commodore oversees activities and mentoring that promote safety on the water and encourage members to extend their cruising horizons. The Vice Commodore assists the Commodore in the discharge of his/her duties and officiates in his/her absence.

Rear Commodore

The Rear Commodore arranges all official club social activities including guest speakers or training activities for meetings.

Secretary

This role facilitates the Club's business and it's smooth running. The role includes record keeping in the form of Agenda and Meeting minutes, AGM nominations for Committee positions, dealing with correspondence to and from the Club and generally taking care of all administrative issues that are not the direct responsibility of any other Committee member.

Treasurer

The Treasurer is responsible for the maintenance of the financial health of the Club and all the financial dealings to achieve this objective. This includes receiving income from subscriptions, banking and reconciling bank accounts, obtaining quotes for insurance, reimbursing approved Albatross expenses and paying supplier invoices. Monthly financial reports and annual report (P&L and balance sheet) are prepared for the annual audit.

Editor – Albatross

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer on all matters relating to the printing of the publication. The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

Membership Officer

The major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed with the December *Albatross* each year. This includes maintaining the data base on the web site and keeping paper records of application forms up to date and passing application information on to the Editor for printing in *Albatross*. The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions.

Webmaster

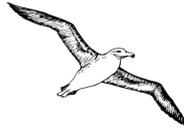
The Webmaster is responsible for the maintenance and operation of the Club website by maintaining a secure database of member details, managing Club email aliases and managing the content of the website

General Committee Members (x2)

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. In recent years, these positions have managed the Forums program.

Warden

The Warden is responsible for the ordering and maintenance of the Club's physical assets and is also responsible for the maintenance of Club Honour Boards and photo albums.



Minutes of the AGM, September 7th 2021

1. Opening

The Commodore Val Nicholls opened the meeting at 7:30 pm

2. Attendance

Members asked to register their attendance on the sheet provided for the Club records and check in via CheckInTas for Covid compliance.

There were 61 members in attendance plus four guests: Jay Lawrey, Helen DeGaris, Carlos Plottier, Michael Vaughan.

3. Apologies

There were 17 apologies: David Bowker, Ian Johnston, Russell Wither, Wendy Le Cornu, Josephine Jaworsky, Tolly Jaworsky; Andrew Boon, Judy Boon, Brendan Boon,

Rupert McClaren, Tanya Ronaldson, Trevor Thrale, Bronwen Eberhard, Stefan Eberhard, David Jones, Chris Heath, Alex Hirsch, Stan Pickering

4. Minutes of the previous AGM held on 1 September 2020

Motion - The minutes of the previous Annual General Meeting held on 1 September 2020, as published in the Albatross, be signed as a true and accurate record of the meeting.

Proposer: Richard Taylor

Seconder: Paul Kerrison

Carried

5. Business arising from those Minutes (if any)

There was no business arising from the minutes.

6. Treasurer’s Report and Auditor’s Report for financial year 2020-21

The Treasurer reported that a copy of the Auditors Report, Profit and Loss Statement and Balance Sheet will be made available on the Clubs website.

That this financial year, the Club recorded a loss of \$3313.91 compared to the previous year profit of \$4053.62. This was predominantly due to the previous committee’s decision to reduce the annual membership fee by 50% (to \$55.00) due to the enforced Covid 19 lockdowns. The Club should return to profit next year because the membership fees have been restored to \$110.00 for 2021-2022.

Advised of a few changes to the financial management during the year including:

- Introduction of CBA’s CommBiz electronic banking platform, replacing Netbank. This was done to allow payments to be authorised from separate locations (eg one in Bicheno, one in Hobart). Previously, Netbank required both authorisers to be physically present at one computer to authorise.
- A new Expense Claim Form so that member expenses were recorded more clearly.
- Changes to entering transactions into MYOB as “bulk” transactions instead of each payment being recorded individually, saving time and reducing input and keying errors.

Advised that an ongoing review of the accounting system had identified more modern methods for account reconciliation (including bank data feed and automation of transaction allocation).

7. Appointment of Auditor

Motion – That the club’s current Auditor Max Peck and Associates be re-appointed for the financial year 2021-22.

Proposer: Paul Peacock

Seconder: Erika Shankley

Carried

8. Commodore’s Report

The Commodore thanked the current committee members for their commitment, contribution, time and effort at keeping the club running.

Thanked Erica Shankley and Tracey Taylor for their moderation of the Club's Facebook page.

Presented Elizabeth Helm with flowers for her years of quiet service as Quartermaster with Ottmar Helm acknowledged for his supporting role.

Advised that research and consultation had been ongoing since May into a simplification of the accounting system and the Committee had decided to move to Zero with the support of Joss Fenton and his accounting firm.

Reported that depending on whether a Treasurer can be found paying for outsourcing of the accounting at a fee will be necessary.

Advised that David Mitchell will leave the Committee as Membership Officer and Paul and Allison Peacock as Treasurer and Secretary.

9. Presentation of Awards

Nomination of Life membership proposed by Erika Shankley.

Motion - that Paul and Rosemary Kerrison be granted joint life membership.

Proposer: Erika Shankley

Seconder: Sue Powell

Carried

Paul and Rosemary were presented with their life membership badges and certificates.

10. Election of Office Bearers

Committee positions were declared vacant at the meeting and re-filled by election:

Position	Name	Clarification
Commodore	Val Nicholls	Re-elected
Vice Commodore	Mark Stephenson	Re-elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Jean-Pierre Corgnet	Elected
Secretary	Rachel Poulter	Elected
Membership Officer	Scott Poulter	Elected
Webmaster	Paul Kerrison	Re-elected

Position	Name	Clarification
Editor	Julie McDonald	Re-elected
Warden	David Mitchell	Elected
Committee Member No.1	Ian Barwick	Re-elected
Committee Member No.2	Andrew Perkins	Re-elected
Quartermaster	Elizabeth Helm	Re-elected

11. Any Other Business

No other business

12. Close

The meeting closed at 8:10 pm.

General Meeting minutes, Tuesday 2nd August 2022

1. Opening

The Vice Commodore Mark Stephenson opened and chaired the meeting at 7:30pm, reminding members of the importance of registering and signing in for meetings. Gave Val's apologies!

2. Rear Commodore

David Bowker introduced guest speaker, Blair Bryant "A profile of some of the famous Max Creese Tasmanian yachts" his boat is Stardust a Cuthbertson built Max Creese design.

Blair shared some stories & requested stories from the audience. Lewis Garnham & Andrew Perkins each were presented a bottle of wine for their stories.

David Bowker thanked Blair and presented him with a plaque.

3. Secretary

Attendees and Apologies

Taken from registrations and those listed on the attendance sheet;

- Apologies in advance: Jean Pierre, Julie Macdonald, Val Nicholls
- Other apologies Lizzy Garnham, Judy Boon
- Guests introduced: Blair's wife Ingrid, Richard Perry, Peter and Helina Neilsen

Minutes of the last General Meeting (5 July 2021)

Motion - The minutes of the previous General Meeting held on 5 July 2022, as published in the Albatross, be signed as a true and accurate record of the meeting

**Proposed: Scott Poulter
Carried**

Seconded: David Bowker

Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes

Nil

If any – not covered elsewhere on this agenda

Members can ask for further information or clarification of anything covered in the minutes

4. Membership Officer

Membership Officer Scott Poulter reported that there had been three new memberships during the month:

Peter Grewe & Silvia (daughter), with *Little Bear* a Beneteau Oceanis 423.

Guy Stainsby, Amanda Midgley, Ben & Will Stainsby with *Huon Haze*, a Huon 33.

Bastion, Alexandra Frederick & Henry Siedel, with *Blue Crystal* a Beneteau 38.

Peter Grewe & Guy Stainsby attended the meeting and were introduced by Scott, welcomed and presented with their burgees and New Members Pack, by Vice Commodore Mark Stephenson

Scott thanked those that had already paid and reminded those that had not, that annual fees became due on the 1st of July 2022.

5. Vice Commodore

Report from Vice Commodore Mark Stephenson

What's happened

Mid-winter cruise – 10 boats went to Quarantine Bay; it didn't rain and with NW weather there was good shelter. The fire was lovely thanks to Mick Way who brought a chain saw.

Winter forum – Scott Poulter talked about Bass Strait

What's to come:

Anniversary dinner 27th August Greek Club, dress up, not really formal in terms of ball gowns & black tie. Numbers are down so please register.

10th Sept car boot sale at Kettering

24th Sept Bull Bay hopefully with W wind there should be good shelter

1st Oct Opening day – an opportunity to wave to the Governor

15th Oct Ian Johnson – safety day

Calendar

Mark informed members that there will not be a separate booklet this year. A single page (double sided) insert was included in the latest Albatross, which came out today. It is the coming year's calendar of events from September 2022 to August 2023. 2 pages within the main newsletter cover events from August to October 2022. The calendar will be updated on website and changes made as required. The Franklin cruise has been moved to March

6. Treasurer

Jean-Pierre Corgnet was an apology for the meeting but has sent financial reports including the auditor's report.

7. Commodore

Proposed Extended Leases in Norfolk Bay:

Over the past month Val has received a number of alerts to the proposed extensions or reactivations of Oyster farming leases in the Norfolk Bay and Parsons Bay area. One of these reactivations, Norfolk Bay Farming lease 150, is as yet, unlit.

With concern about navigational hazards of unlit buoys and anchorage access there may come a time when it might be prudent for the CYCT to express concern, Val Nicholls asked Mark to read the following paragraph:

We recognise that within our membership there are many and divergent views on the politics of fish farming. However, it is within our Constitution that we come together, take note and have a voice about issues of Safety at Sea, Navigation and access to local anchorages. With these key concerns in mind a number of members are actively engaging with current information and stakeholder participation processes. The Cmdre would like to express her appreciation. She welcomes the sharing of their findings and reflections as the situation becomes clearer and the detail explained.

[NB. External to meeting- Notice to Mariners received 5/8/2022:

M274-22 Norfolk Bay - Marine Farming Lease 150

Mariners are advised that Marine Farming Lease 150 has been activated in Norfolk Bay.

Four yellow lit Special Marks have been established at the following positions:

1. **Latitude 42° 56.972'S Longitude 147° 48.509'E**
2. **Latitude 42° 57.294'S Longitude 147° 48.558'E**
3. **Latitude 42° 57.270'S Longitude 147° 48.850'E**
4. **Latitude 42° 56.948'S Longitude 147° 48.801'E**

Mariners should transit with care.

M265-22 is cancelled.]

Section 9 rewording of the Constitution. As outlined on page 20 of August Albatross some changes to the Constitution are to be voted on at the coming AGM. These changes reflect the current Domestic Rules which simplify the process of membership application and subsequent acceptance into the club. The changes ensure both documents are consistent. Both documents are accessible on the website.

8. Other Business

Women on Boats Sue Powell reported on a great month for Women on Boats. A technical session with Alan Gluyas on understanding, maintaining and troubleshooting outboard engines allowed participants to take apart an outboard motor.

The weekend re-run of the sail away was a Christmas in July event with the aim to be purely social, with no targeted learning. However, an outboard wouldn't start, so the skills practised with Alan were put to the test (unfortunately not with success). A further mishap led to 2 girls having a turn at climbing a mast to retrieve a halyard and flag. All in all, it was a really good learning weekend.

Editor Julie asked for Albatross contributions by 19th of the month.

AGM is coming up in September. Members were asked to consider nominating for any position. Please come forward with nomination forms. They can be sent to secretary@cyct.org.au

9. Next Meeting

6th September RYCT 7:30 pm

10. Close

8:58 Members invited to socialise

Members' Buy and Sell

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



Registered Mooring at Coningham

Location - Coningham Beach

Coordinates: -43 04 35.15 S, 147 16 53.16 E

Mooring No. 8941.

Registration renewal due 30 June 2023

Approved vessel length up to 7.1m

Close to the shore and boat sheds.

Water depth on mooring ca. 3m with approx. +/- 1m normal tidal range.

Suitable for a powerboat or dinghy, in its present location it is not suitable for a keel boat with draft > 1m, however it could potentially be relocated to deeper water subject to MAST approval.

Total mooring scope is ~14m.

Anchor is a large concrete block with 4 grades of shackled chain: ~4m x 36mm chain, 3m x 24mm PWB chain, 19mm swivel, 4m x 16mm PWB chain, 3m x 13mm galvanised PWB chain, spliced rope, pickup buoy.

Mooring is due for a service.

\$1,800 (negotiable)

Stefan Eberhard

stefan@subterraneanecology.com.au

0401436968



CYCT Members Buyers' Group.

Steadfast Insurance Brokers	David Page. 62313360
R & J Batteries	Kayne 62722943

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Kettering

Answers to the quiz:

1. Joshua Slocum, *Spray*
2. *The Bismarck*
3. Cordage
4. Maximum load line on a ship's hull
5. 6 feet or 1.8 metres
6. The *USS Missouri*
7. This ghost ship was found 600 miles west of Portugal, sailing towards the Strait of Gibraltar in 1872 but had no crew.
8. Sir Alec Rose
9. Cat-'o-nine-tails
10. The White Star shipping company. She sank in 1912

<https://www.funtrivia.com/quizzes>



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