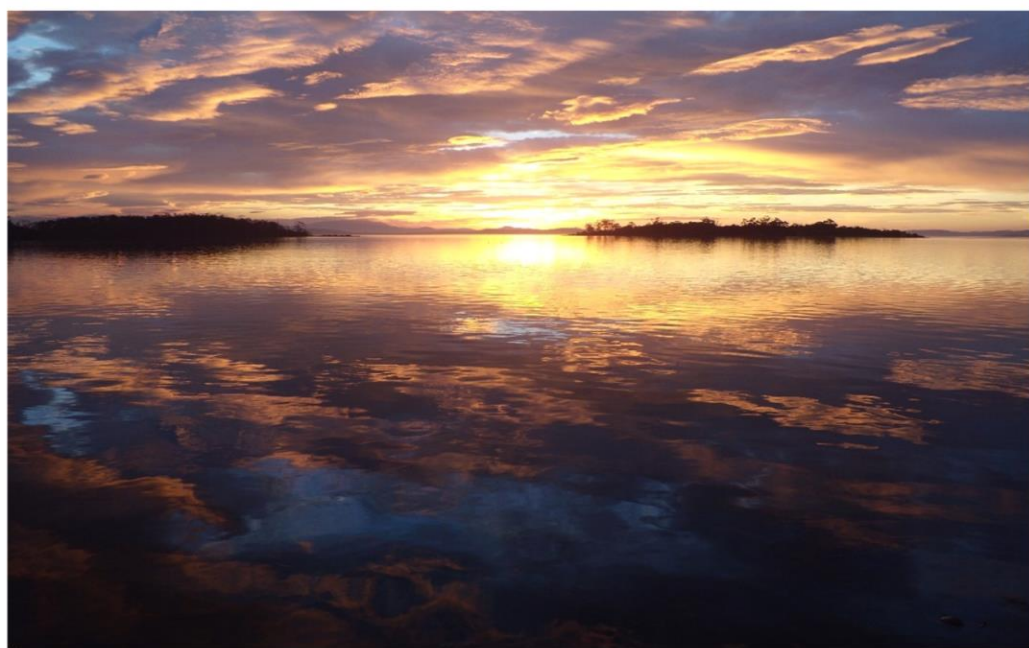


Albatross

Volume 49 No 5 June 2023



Newsletter of the
Cruising Yacht Club of Tasmania

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

Committee Members

Commodore		
Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore		
Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Rear Commodore		
David Bowker	0418 136 493	<i>Duet</i>
Treasurer		
Jean Pierre Corgnet	0478 144 650	
Secretary		
Chrissie Rowland	0438 266 425	<i>Ca Va and Escapade</i>
Editor <i>Albatross</i>		
Julie Macdonald	0417 385 719	<i>Westerly</i>
Elected member 1		
Blair Bryant	0488 701 000	<i>White Star</i>
Elected member 2		
Bastian Siedel	0448 357 027	<i>Blue Crystal</i>
Membership Officer		
Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Warden		
Chrissie Rowland	0438 266 425	<i>Ca Va and Escapade</i>
Webmaster		
Rob Greenwell	0448 348 395	<i>Cuvee</i>
Quartermaster		
Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Immediate Past Commodore	0404 825 310	<i>Aziza</i>
Val Nicholls		

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 captions.
- **The deadline for each month is the 19th.** There is no *Albatross* in January.

Cover page photo: Sunset over Dart Island. Photo by Julie Macdonald

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Not a CYCT Member?

Visit our website at cyct.org.au. Click on the 'Join now' button and complete your membership application online. If you have any questions please contact the membership officer: membership.officer@cyct.org.au. 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



A big thank you to life member, Erika Shankley, for offering to step into the role of Acting Editor for the July and August issues. To make things easier for her could all contributors please send items to **editor@cycct.org.au** by the **17th of June & July** (not the usual 19th).

This issue of *Albatross* is jam packed with articles, reports, information and another episode in the adventures of Reverend Fairey, so pour a cup of tea, put your feet up and enjoy a good read.

Following on from Dinah's article last month about soft shackles, Stan has sent in information and photos of soft shackles that are easy to make and can be made with ordinary rope (though not as strong as Dyneema).

We hear from Val, Past Commodore, who is having a fabulous time and is heading towards Sydney where she plans to go to a wedding and spend time in Blackwattle Bay before venturing further north.

There is information about the CYCT Development Fund, the MAST Small Project Fund and, most importantly, an article outlining the criteria for Cruise of the Year award and Cruising Plaques. You might be eligible to be awarded one of these, so forward your nomination to the VC by the end of June.

Make sure to register for the first Winter Forum where Bastian Siedel, one of our committee members, will address medical preparedness, avoidance and response. Quartermaster Chrissie Rowland will also be there with a selection of CYCT merchandise and apparel to buy. (See page 27 for photos of clothing available).

Finally, I have to apologise for a mistake in the Quiz last month. Question 10 asked What light should a power driven vessel show at night? The answer should read: Powered boats must show sidelights and either an all-round white light or a stern and masthead light.

Touch and go – in a precarious situation.

This refers to the situation a vessel would be in, in shallow water, when it touched the bottom but did not become grounded and was able to move off again.

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

TUE 06 JUNE**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker Dr. Barbara Frankel will be demonstrating the lost art of traditional rope making.

TUE 13 JUNE**Winter Forum**

A forum discussing medical situations that arise and how to deal with them, hosted by member and GP Bastian Seidel. A hands-on forum dealing with the unexpected nautical activities – including burns, fractures and CPR. 1830 hours at the RYCT.

SAT 17 – SUN 18 JUNE**Dark MOFO weekend**

With the shortest day approaching and with Dark Mofo in full swing it is a super time to head into Constitution Dock for two nights and enjoy all the festivities available right on your door step. Well, maybe on your fender step?

TasPorts has offered our Club a set fee for the weekend of only \$30.00 per boat, with entry on Friday afternoon and exit on Sunday morning. (.....YES!! Only \$30 for the 2 nights in Con Dock.) If you choose to arrive earlier or depart later, their normal fees apply for the other days.

Be well warned.... boat decorations are required and the good old bunting will not do as you need to be seen at night. Red lights are required - en masse! So go shopping early before stocks run out. There is a prize for the best dressed boat.

Please register and only one registration per boat is required. Payment is needed in advance. Please use PayPal as the method preferred by the Club. Allocation of mooring spots will be made in advance but this could well change on the day. Cruise Contact is Andrew Boon onboard *Juliet* on 0400 651 532

MON 19 JUNE**WoB Meeting**

WoBs meeting at the RYCT at 1715 hours

TUE 04 JULY**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker, new member Graham Openshaw, will be discussing his passage from USA to Australia, his preparations and what he could have done differently.

TUE 11 JULY**Winter forum**

A forum on dealing with fire onboard a boat, led by staff from Tas Fire Service who have marine fire fighting experience. 1830 hours at the RYCT.

SAT 15 – SUN 16 JULY**Cruise**

An overnigher in Barnes Bay, with a fire on the beach to sit around and keep warm by as you catch up with old friends from the club. Bring along and cook a sausage for afternoon tea which should keep your appetite at bay and allow room for some mulled wine to warm the cockles of your heart. Brunch ashore Sunday morning can be far more extravagant. Likely to be at one of the many anchorages in Barnes Bay, subject to the weather. CC TBA

MON 17 JULY**Meeting**

WoB meeting at the RYCT at 1715 hours

Chrissie Rowland will give a presentation about her recent experiences: could be Port Davey and Beyond ... or more.

TUE 01 AUGUST**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker is CYCT member Len Stephens. Detailing cruising in South Australian waters.

TUE 08 AUGUST**Winter forum**

A forum on dealing with electrolysis onboard a boat. Led by Chris Davies. 1830 hours at the RYCT.

SAT 12 – SUN 13 AUGUST**Cruise**

A late winter cruise to Missionary Bay or Aitkens Point where anchorages are protected from all directions. With the daylight hours now getting a bit longer every day, take the weekend to get rid of the cobwebs onboard and check all your equipment is in good working order. Bound to be a catch up with fellow cruisers on Saturday afternoon around a camp fire ashore. CC TBA.

Commodore's report – Scott Poulter



We have had a fantastic cruising season with a full calendar of very successful club cruises, excellent presentations and fantastic social events. We have at least two vessels, that I know of, currently undertaking extended cruises. When I prepared this note, Val Nicholls on *Aziza* was in Sydney having visited Flinders Island, crossed Bass Strait and sailed up the East Coast. Geoffrey Lea on *Elsie* is in Waikawa (near Picton), South Island, New Zealand, having crossed the Tasman Sea to Bluff on the southwest coast, then to Dusky Sound, Long Sound, Isthmus Sound, Dunedin, Akaroa, Lyttleton and Waikawa. A fantastic cruise which you can follow on CYCT's private Facebook page, thanks to

Geoffrey's regular posts. It's great to see our members fulfilling their cruising dreams.

To continue this success, support the Club and help everyone achieve their cruising dreams, I'd like to invite you to seriously consider putting your hand up to support our Club in a hands-on way over the coming year from September.

Vice Commodore Mark Stephenson will be stepping down in September. Mark will take a well-earned break after three years of fantastic service for the Club. The Vice Commodore's role is to coordinate our on-water activities. Please give Mark a call if you think you could help out as Vice Commodore next year.

Rear Commodore David Bowker has had three years in his role and therefore cannot nominate for this role in the coming year. David is keen to remain actively involved in the Club and will likely nominate for another role on committee and therefore be able to support anyone keen to take the Rear Commodore's role. The Rear Commodore's role is to coordinate the social activities of the Club including the Annual Dinner and Guest Speakers. Please give David a call if you think you could help out as Rear Commodore next year.

Albatross Editor Julie Macdonald will be stepping down in September after 33 fantastic issues of the Club's magazine the *Albatross*. This is a very important and rewarding role. Please give Julie a call if you think you could help out as Editor next year.

General Committee Member Blair Bryant will be stepping down from his role in September. This role focusses on the Winter Forum activities and supports other club activities as appropriate. Please give Blair a call if you think you could help out on the Committee next year.

Other members of this year's Committee have indicated that they intend to renominate for their current positions. Please feel free to contact me or any member of the Committee if you would like to further understand which role may best suit you.

I would like to take a moment to thank all members of the current Committee for giving up their time and energy to support our Club. The successes described in the first paragraph are your reward. On behalf of the Club, well done.

Finally, congratulations to Club member and WoB co-ordinator Julie Porter. Julie was the winner of the Arts, Heritage, Tourism and Events section of the Premier's Volunteer of the Year Award for her work on the *Rhona H* and for establishing the not-for-profit enterprise Heritage Sailing Tasmania. Julie was also recently inducted into the 2023 Tasmanian Nurses and Midwives Honour Roll. Well done Julie!

Vice Commodore's report – Mark Stephenson



It's that time of the year when I have to collate the nominations for our annual Cruising Plaques and for the Cruise of the Year Award. Whilst the Committee keeps an ear to the ground, and Albert Ross reports regularly on what members are up to, we can easily miss noting what everyone has achieved throughout the year. Check the requirements for nominations later in this edition of the *Albatross* and, yes, please nominate yourself. Nominations close 30th June.

These Cruising Plaques, along with the perpetual trophy for the Cruise of the Year and the trophy for the Donald Sutherland Memorial Navigation Rally will be presented by Commodore Scott at the 48th Anniversary Dinner of the CYCT to be held on the 26th of August. After a great evening with the Greek community last year, we will be welcomed by the Italian community this year for traditional Italian fare and drinks. See the advertisement further in this *Albatross* and be prepared - Mamma Rosa is on her way. Please register early to help the organisers.

The weather has been pretty settled recently but I've not seen many members out on the water enjoying the calm sunny days and the calm clear nights. The weather hasn't prevented Val on *Aziza* from reaching Sydney and Geoff Lea from enjoying his cruising around the south island of New Zealand. I'm inspired by their efforts and wish them lots of fair winds in the months ahead.

I'm inspired too by all the photos on social media of tuna being caught in Storm Bay. This report is being written earlier than usual so I can head out and try my luck. With two fishermen onboard I'm hoping I can sit back with a hot cuppa and watch these guys hauling in the catch. I'll report next month on how (un)successful we were!

Fair winds!



Women on Boats report – Julie Porter



Thanks to those who were able to join us for the May WoB's, in person or via MS TEAMS, for WoB's. It was great having the gentlemen join us for the talk by Kathy Veel and Bridget Carnham, 2Birds2Hobart.

Apologies for the tech issues; Surface Pro usually connect okay with most screens, and I had checked with IT earlier and they had said to be sure to use an HDMI cable (rather than the older video connections); hindsight is always good, but I should have kept the older cable in the bag just in case!

It was worth the wait though. Cathy and Bridget gave a fabulous presentation. They are always inspiring, and their honesty and sense of humour is a delight.

You'll remember that Kathy and Bridget, both retirees, celebrated New Year's Eve after becoming the 100th and last boat to finish the Sydney to Hobart - just minutes before midnight and the fireworks. *Currawong*, the second smallest yacht in the fleet and built as a cruiser, delighted many of us, demonstrating that fulfilling dreams is possible. They set off with a goal



Bridget(left), Julie, Kathy

to finish in 2022 and that they did! Their story also highlighted aspects of seamanship. Their layover in Eden and recognition of safe haven and fatigue management is pertinent to all of us, and I particularly enjoyed hearing their meal system, too!

I had hoped to record it but that wasn't possible, so apologies as there will be some disappointed members. But thanks again, and I hope those unwell recover quickly.

The June meeting: I hope to cover some practical skills and will update ASAP.

Fair winds,
Julie

On behalf of Val and me (Val has arrived safely in Sydney and was delighted to catch up with Tassie boats *Ratu* (previously known as *Apache*) and *Brolga*)!

Rear Commodore's report – David Bowker



Traditional Rope Making and how an Antarctic scientist ended up hooked on knots.

Our presenter at the General meeting on Tuesday 6th June will be Dr. Barbara Frankel. She will be demonstrating the lost art of traditional rope making with a magnificent wooden rope making machine that was commissioned for the Australian Wooden Boat Festival in 2019. This machine was on display again during the AWBF in 2023. Barbara was inspired to learn nautical knotwork while aboard the icebreaker RSV *Aurora Australis* and will explain why she was there, and how she fell in love with rope making and knotwork. See more at www.australisknots.com.au

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a 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 1800pm.

And a heads up for the July meeting when a new member, Graham Openshaw, will tell us about "Preparing a yacht for a Pacific crossing" and what he learnt about his preparation during his Pacific voyage.

Membership Officer's report – Sue Powell



By the time you read this it will only be three weeks to the shortest day! However, I trust everyone has been making the most of this glorious autumn weather and getting out on the water. Meanwhile, I am sitting here in isolation (yes, I tested positive to Covid) watching the shipping on the Channel. Really, being in isolation is not so different from bursitis: rest and no exercise, but it does mean I cannot have visitors in for a coffee and chat and I will be missing out on WoBS! Bother and Darn.

This is my first opportunity to remind everyone that **Membership fees** for the coming year are due on the 1st of July. A Club email with all the

details will be dispatched in due course. You can lighten the Treasurer's burden and make my job much easier by paying these fees as soon as possible after 1 July.

Also please remember to use your **surname and initials** as the **reference**.

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

These application 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.

Paddy Hodgman
Louise Hodgman

Huon
Huon

PROVISIONAL MEMBERS UPDATED TO FULL MEMBERSHIP

Annie McComb	<i>Mystique</i>
Mel Bartlett	<i>Wynd Chill</i>
Fiona Caird	<i>Wynd Chill</i>
Justin Barwick	No Boat
Ian Paget	No Boat
Graham Openshaw	<i>Leela</i>
Janet Lennie	<i>Leela</i>

New Member Directory from October 2022 – Sue Powell

New Member directory from October 2022 – Sue Powell

<i>Kingfisher</i>	Neil & Gillian Walter	0455 554 806
<i>Pandana</i>	Rick & Madaleine Payne	0411 708 060
<i>Luna Seas</i>	Richard Scarr	0417 693 740
<i>Moonwatch</i>	Graham Harris	0417 463 158
<i>Phoenix</i>	Brett, Megan, Kate & William Suttor	0408 634 552
<i>Irish Mist</i>	Gary Davidson & Cathy Sheean	0402 339 900
<i>Skye</i>	John Avery	0435 671 243
<i>Skye</i>	Jenny Avery	0402 537 624
No Boat	Sally Ellery	0401 175 099
<i>Isabella</i>	Michael White	0411 513 3 86
<i>Isabella</i>	Christine Edwards	0408 551 973
<i>Caprice</i>	Richard Perry	0414 709 611
<i>Caprice</i>	Julie Perry	
<i>Escape Plan</i>	Anne Travers	0417 402 433
<i>Escape Plan</i>	Matthew Bretherton	0430 321 430
<i>Escape Plan</i>	Bill Fulton	
<i>Escape Plan</i>	Liam Travers	
<i>Mystique</i>	Annie McComb	0437 808 612
<i>Wynd Chill</i>	Mel Bartlett	0421 564 847
<i>Wynd Chill</i>	Fiona Caird	0402 356 232
No Boat	Justin Barwick	0418 538 419
No Boat	Ian Paget	0413 027 003

Introducing new members**Richard and Julie Perry *Caprice***

My name is Rick and I spend as much time as possible aboard *Caprice* (1985 56' Motor cruiser) which we've owned for almost 3 years now. The boat itself has been bouncing between RYCT and DSS for almost 2 decades.

I am very busy with work, but when time permits we love cruising calmer waters with friends where we'll be making music or diving for seafood, wherever possible.

We've been roaming waters between Coles Bay and Recherche Bay but I was recently lucky

enough to catch up some friends (who are also members) on a very special trip to Port Davey. To be able to venture there one day with *Caprice* is a dream of mine, although my wife is more likely to arrive by plane.



Caprice

Paddy & Louise Hodgman Huon

As a kid, my sailing was primarily cruising, accompanying my father with Sir Guy Wyatt and Sir Peter Crisp in the D'Entrecasteaux Channel area in *Saona*, and a little later, occasionally with Donald Sutherland and his family in their boat. Joining the Navy in 1972, the following 30 years saw chartering from time to time and sailing with friends in the Chesapeake Bay, once in the Eastern Caribbean, with friends in Hobart, again in the Channel area and, more recently a couple of times with friends around Tasman Bay and the Marlborough Sound in NZ and a couple of charters in the Whitsundays.

We have, since 1998 owned an Adams 21 trailable, *Billie*, in Canberra which we race regularly at the Canberra Yacht Club. *Billie* has also had trips away to Sydney, Twofold Bay and (on its trailer) to Hobart. In late 2021 we purchased *Huon*, a 1998 Beneteau 36 Centre Cockpit sloop, in Queensland. We sailed her down to Hobart in February 2022 and she is now berthed at the RYCT from where my wife, Louise, and I sail her with family and friends during our fairly regular times spent in Hobart each year.

Currently accredited as a State level Race Officer, and with several years as a Team Racing Umpire, I'm a former Rear Commodore, Commodore and currently Vice Commodore of the Canberra Yacht Club and currently President of Yachting ACT.



Huon

Quiz

1. The last commercial sailing vessel to round Cape Horn was:
Cutty Sark, Esmeralda or Pamir
2. 'Pouches' in cargo ships were:
Temporary bulkheads to stop cargo shifting
Side buffers for use when docking alongside
A crew member ordered to picket dangerous cargo
3. A 'purse' net is one that:
Allows fishing at higher speeds
Has a closable lower section
Opens unexpectedly allowing the catch to escape
4. 'Steerage Way' is the:
Course being followed

Method of transmitting orders from bridge to engine room
Speed that allows a rudder to be effective

5. The Japanese Fleet victory over the Russian fleet in 1905:
Caused the Russian Navy to focus on Submarines
Removed the Russian naval threat from the Pacific for many years
Was instrumental in Japan becoming an ally of Australia in WWI.

Answers page 32

Reminder of the Winter Forum coming up on June 13th. Member Dr Bastian Siedel will be leading the forum, focussing on medical issues at sea. Register now!

SUPPORT YOUR CLUB! ADVERTISE IN THE ALBATROSS

RATES PER YEAR FOR ADVERTISING YOUR BUSINESS

FULL PAGE - \$250

HALF PAGE - \$125

Soft shackles - Stan Pickering

I found an easy way of making soft shackles where no tools are required and you can use any rope. These are not as strong as Dyneema but they are quick and easy if you need one in a hurry where strength is not required.

I used this method to secure my duckboard to *Obsession*

Watch the videos on YouTube –

- The Easiest Way to Make Soft Shackles
- Super Easy Project Soft Shackles
- 10 Second Soft Shackles Bottom Up – Boats
- How To Make Soft Shackles With No Tools



Figure 1



Figure 2



Figure 3



Figure 4

Annual Dinner - Mark Stephenson

**CRUISING YACHT CLUB OF TASMANIA
48TH ANNIVERSARY DINNER**

SATURDAY 26 AUGUST 2023

Italian Club, 77 Federal Street, North Hobart

Commencing at 1830 hours

with a welcome drink from Italy, served with hot and cold
canapes

Entrée of Italian meatballs in a tomato sauce or calamari in a
balsamic reduction

Main course of oven baked tortellini in an 18 hour ragu,
tossed with mozzarella and bocconcini and served with an
Italian salad

Dessert is Tiramisu semifredo, served with whipped cream
and chocolate sauce

Tea and coffee included.

Well priced Italian and Australian drinks available from the
bar.

Only \$80 per person. Guests welcome.

Expect some very special entertainment as Mamma Rosa is on
her way

Register and pay on the Club's website

A post card from Val – Val Nicholls

Killiecrankie, Flinders Island. March 24th 1.59pm. Tracey (Taylor) looks at me, I look at Tracey: “It’s time, time to get the lippy on”. Like oceanic warriors prepping for battle, we paint our lips red, heave up the anchor and head out across Bass Strait for Lakes Entrance, Victoria. It was a moment I think neither of us will forget. If the definition of Adventure is a step into the unknown, this moment was most definitely bursting with adventure.

Tracey was relatively new to Aziza, I was relatively new to the concept of Skipper, we were both relatively novice to the level of stewardship and collaboration this passage from Kettering to Lakes Entrance entailed. Whilst we hadn’t sailed together much more than a few days prior to departure, Tracey had been a constant cheerleader, inventive fabricator and solid manager of provisioning. Months earlier, intuition whispered that we would make a strong team. Once onboard, flexing, adapting, telling stories and working together, meant that by Killiecrankie, we were a solid partnership embarked on an enterprise that challenged and stretched any limiting concepts of self as sailor.



Tracey(left) and Val aboard Aziza

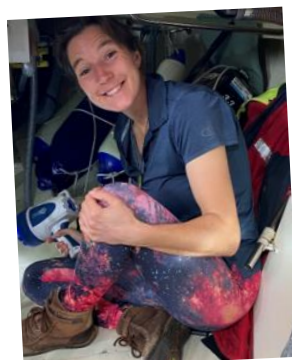
We took one hour about watches through the day and two hourly by night. Needing to be timely at the Lakes Entrance Bar, we utilised the tiller pilot to make it easier to keep observant night watch and ticked the engine over at 1500 rpms to maintain at least 5kts. It was a bit of a messy sea, but the staysail filled, and we comfortably ranged from 4 - 6.6 kts. Throughout the 23 hour journey we were bowled over and deeply touched by the stream of texts cheering us on.

The motivation for this 4-6 month journey to an indefinite destination, stirred about a year ago. It occurred to me that Aziza and I had been through a lot together over the previous years. We needed and deserved an adventure. With my biological clock ticking away it was clear that the sooner we got going the better. I wanted to experience longer term living aboard this steadfast vessel. Where we went seeming less significant than *that* we went, the experience being more significant than the destination. Having weighed up the capacity of the vessel alongside my potential capacity as skipper, having considered perceived risk v real risk, and acknowledged that with a year on hand to develop my skills and Aziza’s systems, I concluded that the plan had merit and integrity even if I couldn’t quite imagine myself sitting in a bar with a beer at Lakes Entrance.

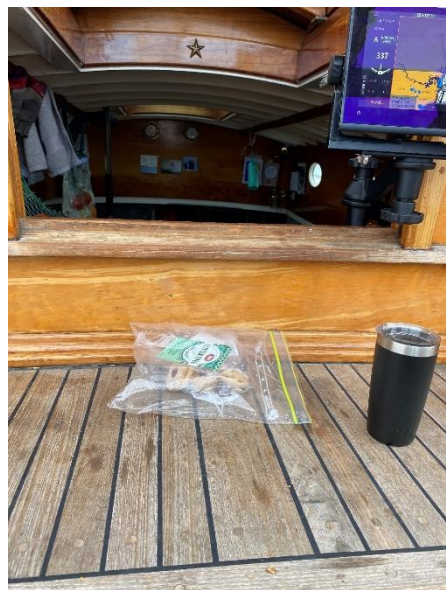
We did end up in a bar at Lakes Entrance, smug and stunned to have arrived, relieved that we traversed Bass Strait and the Entrance Bar without incident. Within hours, as others had predicted, we were changed. “Well, it really wasn’t so bad was it?” We put more lippy on, new horizons already coming into view.

Two days later it was time for Tracey to return to Tassie life. As she stepped up to the bus, I dipped into a sense of loneliness. I allowed myself to wallow on the condition that next day I focus on the pleasures of solitude: reading, drawing, doing nothing, silence, writing, eating strange combinations of food. Loneliness hasn't proved to be an issue. As I slip into the groove of this nomadic life, letting Mother Nature have her way with my sailing plans, pulling into new places, having time to meander, chat and notice, time alone on *Aziza* is a pleasure.

After a couple of weeks enjoying the Gippsland lakes, Meg Stredwick joined me to assist getting *Aziza* to Eden. We hung out at Flagstaff Jetty for a couple of nights, kept an eye on the bar, the forecast, Wave Cam and buoy information. Our opportunity arose, and we took it. Through the channel and over the bar, briefly bumpy, pushing *Aziza* around a bit. *Aziza*, my Ocean Trojan didn't give a toss. Outward and onward. An uneventful if tiring passage brought us to a brief overnight at the pretty East Boyd Bay. Unappealing weather was on its way and preferring to be



Meg



The jammy dodger sea state monitor

berth bound in Bermagui we left early next day. Meg has an eye for detail and a curiosity about all things mechanical. Luckily for me this meant that she noticed and resolved, among other things, a small but potentially problematic engine leak. Watching her I took onboard that WOBBLE (water, oil, bilge, belt, leaks, exhaust) as an acronym for engine checks likely understates the attention to detail required. My own mechanical prowess manifest later when conflicting swells offered the opportunity to develop the "Jammy Dodger Sea State Monitor." As you can likely imagine it involves placing a packet of said jammy biscuits mid cockpit and observing and recording its passage to port or starboard! Inane but passes the time very nicely.

My concept of time is changing. When I left Kettering I felt that a month away might be fine, then I found myself thinking for four months and yesterday I was talking about six months and perhaps leaving *Aziza* in Queensland for a while. Who knows? Tomorrow, I expect the gale force

winds to die down and it be suitable for me to progress to Jervis Bay and on to Sydney to meet friends, go to a wedding and hang out in Blackwattle Bay.

I have stopped thinking about this journey as a cruise or sailing trip. I call it my Camino. The wisdoms of Dr David Lewis *Shapes on the Wind* and Peter Goss *Close to the Wind* give me the words to articulate what the allure of this adventure with *Aziza* is truly about. Combined and slightly misquoted, they are: awe, wonder, patience, determination, commitment and a healthy disregard for age and cultural norms.

Donald Sutherland Memorial Navigation Cruise, Club Picnic & Tasman Cruise – Scott & Rachel Poulter - *Gradiva*

Donald Sutherland Memorial Navigation Cruise

The Donald Sutherland Memorial Navigation Cruise was held on Saturday the 22nd April, with the course and questions set by myself and Rachel on *Gradiva*. This navigation challenge started and finished in Birchs Bay with the course taking participants towards Kinghorne Point, around Green Island, towards Great Bay, past Missionary Bay, Snake Island and back to Birchs Bay over a two-and-a-half-hour period.

This year's Navigation Cruise tested crews' ability to read and follow instructions, maintain course and speed, interpret the extensive information available on their chart plotter or GPS & chart, use their chart plotter or GPS & chart to establish waypoints based on bearing and distance, measure distance and bearing between points, find waypoints, set courses, set routes, measure distance travelled, translate GPS coordinates between formats, interpret vessel lighting and interpret navigation mark lighting. All this was undertaken with some time pressure as may sometimes be the case at sea.

The results were announced on a beautiful day at the Club Picnic on Sunday 23rd April. Congratulations to the following participants:

First Place: *MV Southern Explorer*, with Rick, David & Craig.

Second Place: *Pedra Branca*, with Jonathan sailing single handed without an auto pilot.

Third Place: *Crown Venture*, with Mark & Russell.

Fourth Place: *Skye*, with John & Jenny.

We had a total of nine competitors. Well done to all of those who took part and a big thank you to our generous sponsors: Oyster Cove Marina, Peter Johnson Marine and Muirs Upper Deck.

*Club picnic and
Donald Sutherland
Memorial Navigation Cruise
Announcements*



Club Picnic – Apollo Bay

We had a glorious day for the Club picnic at Apollo Bay on Sunday 23rd April. The Picnic was well attended by members out for a day or a couple of days, the Navigation cruise fleet and the Tasman cruise fleet. Just before midday, crews made their way ashore to the south eastern corner of Apollo Bay where there is a great little sandy beach and BBQ area. The picnic theme was “ANZAC - Australian & New Zealand Agile Cuisine”. (*Agile Cuisine? The Editor had to Google that one!*). With no wind, beautiful sunshine and calm seas, the extensive picnic fare was laid out on the extended table, passed around and enjoyed by everybody. There were quiches, dips, chicken drumsticks, roast lamb sandwiches, banana bread and even meatballs made from Spam (thanks Mark, *Crown Venture*).

Tasman Peninsula Cruise



ANZAC Day service

The Tasman Peninsula cruise got off to a great start on Monday 24th April, with glorious weather for our passage across Storm Bay, around Cape Raoul, into Port Arthur taking anchorage at Ladies Bay and Stewarts Bay. The following day, MV *Southern Explorer* hosted an ANZAC day service at 08:00 on the upper deck. The service was led by Rick with Craig looking after the Flag and Rachel from *Gradiva*, playing the Last Post and Reveille on the clarinet. The service was followed by a Gunfire Breakfast including bacon, eggs, sausages and “train smash”.

On the Wednesday, with perfect calm, weather a couple of us headed out to circumnavigate Tasman Island. The sea was calm the swell was low and there was virtually no wind. A light sea spray mist hung in the air around the base of the magnificent cliffs. We motored through the gap and close by down the eastern side of Tasman Island. The views were simply stunning!



Rachel, the clarinettist

*Tasman Island*

After three beautiful calm nights at Ladies Bay and Stewart's Bay Port Arthur the fleet departed the Tasman Peninsula, crossing Storm Bay and rounding Tasman Head at the southern tip of Bruny Island. We had a fresh breeze from the north early in the passage with 30 knot bullets dropping down from cliffs around Cape Raoul. The breeze steadied to 15 to 25 knots from the north, providing a boisterous broad reach across Storm Bay, dropping as we approached Tasman Head and the Friars at the Southern end of Bruny Island. We continued on to Southport for the night.

*Ladies Bay*



The Friars

A strong westerly change was forecast for Friday so we made our way from Southport north to Randalls Bay before the change. On Saturday the fleet sailed up the Channel in lighter winds to our final anchorage at Missionary Bay. To celebrate a successful cruise, the fleet had a fantastic Pot Luck dinner aboard *MV Southern Explorer*.

The Tasman cruise fleet had sailed to the Tasman Peninsula, circumnavigated Tasman Island, crossed Storm Bay to Tasman Head and circumnavigated Bruny Island. All up, seven vessels participated in various legs of the cruise, experiencing some great autumn cruising.



CYCT Development Fund

7.8 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.

MAST Small Project Fund

In addition to the \$1.3 million provided annually for larger projects, MAST provides \$300 000 per annum to fund smaller projects and safety and navigation initiatives to up to \$75 000. The public and facility owners are encouraged to apply to fund projects under the Small Boating Fund (SBF). Examples of such projects may include navigation aids, fendering, small walkway or pontoon, ramp overlay, re-decking a walkway, ramp solar lighting etc.

The SBF is open year-round, and applications can be submitted at any time during the year.

Applications are assessed internally against the criteria specified on the application form by a committee of four staff.

Through this process stakeholders may also suggest larger projects to be included in the Marine Infrastructure and Safety Plan.

Small Boating Fund application forms are available from the MAST website (see below) or email admin@mast.tas.gov.au or by phoning MAST on (03) 6235 8888.

A list of all projects funded by MAST and others since 1998 can also be viewed by clicking on the appropriate pdf file below.

If you have any concerns regarding the suitability of a project, please contact the Recreational Boating Team at MAST on (03) 6235 8888 or email admin@mast.tas.gov.au

Marine Radio Course

CYCT Member Rick Allen from *MV Southern Explorer* is an Invigilator for AMC and runs Short Range Operator's Certificate of Proficiency (SROCP) courses for Veterans. Rick is offering to run two dedicated courses for CYCT members only at a reduced rate of \$220 per person, on Saturday 24th June 2023 or Saturday 22nd July. CYCT members who have completed this course may then apply to the CYCT for a subsidy from the CYCT Development Fund. For this course the subsidy would be \$60 for eligible applicants (eligible = must have been a full member for one year, may only receive one subsidy per year, must apply in writing/email within 60 days of completing the course).

To book a place in this course, please phone Rick on 0419 304 500

Rick Allen; Ships Master <24NC, MED III & Trainer Assessor for

Tasmanian Adventure Cruises

Offers these 1-day courses exclusive to CYCT members

‘On Water Skills’

SROCP Marine Radio & Ropework Intro

CYCT Members Only
Maximum 6 Students

Saturday 24th June 2023
or
Saturday 22nd July 2023

\$250.00pp

CYCT \$220.00pp Members Price

Lunch Included

Join the Crew of the MV Southern Explorer for this 1-day Course
At Prince of Wales Bay Marina Berth Z-OS

This Marine Radio SROCP & Ropework Intro 1-day course covers-

- Task Book, Handbook and AMC Fees
- Marine Radio theory & ropework intro- mooring lines etc
- Radio practical, theory, Intro to Knots, using ropes, what knots to use where?
- 1230 Lunch then Revision-
- 1400 Exams start
- 1600 Exams finish

Phone Rick on 0419 304 500 for bookings

Payment in full, 1 week before when handbook is issued

For Veterans by Veterans

Cruise of the Year and Cruising Plaques

CRUISE OF THE YEAR

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year. The following guidelines will be used when considering nominations for the CYCT Cruise of the Year.

Nominations should be with the Vice Commodore by June 30th 2023.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered.
2. It is not essential that an award be made in any year if no cruise is considered worthy.
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee.
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed unseaman-like.
5. The crew capability should be sufficient to undertake the cruise in a seamanlike manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew.
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc.
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member.
8. A portion of the cruise should have been taken during the current Club year which is from 1st July to 30th June.
9. The crew should (preferably) have lived on board for the period of the cruise.
10. The plaque is only awarded after the owners have submitted an article(s) for the *Albatross* or committed to a presentation about the cruise at a Club meeting.
11. Nominations should be sent to the Vice Commodore. Policy approved 02/08/2017.

CRUISING PLAQUES

Cruising Plaques are awarded to Club boats doing significant cruises. The plaques will be awarded for cruises completed during each Club year namely from 1st July to 30th June. The requirements under item 4 below must be completed by 31 August of the following Club year. It would be an automatic award to those who fulfil the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania.
2. The plaque is only awarded when the boat returns to her home port. (Note: plaques will not be awarded for delivery voyages to Tasmania).
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed.
4. An article for the *Albatross* should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in *Albatross* has not previously appeared.

5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque. Policy approved 02/11/2016.



Extract from The Voyage of the Evangelist by the Rev. Fred CB Fairey

where he aborts an attempt to enter the Marion Bay Narrows

Erika Shankley

(Originally published in England in the Boys' Own Annual, volume 4, 1882)

Rev. Fairey had imported the 'Rob Roy' canoe from England. It was built of oak, mahogany and cedar, copper fastened and varnished - length 12 feet, depth 12 inches, beam, 28 inches, weighing 79 pounds. The vessel had a mast and sail and various lockers in which to stow stores. His voyage took him just under a month, setting off from Forth, on Tasmania's north-west coast on Monday 27th January, arriving in Hobart Town (as it was then known) 9pm Monday 24th February 1879.

Having spent a few days at Lisdillon he resumed his voyage on Wednesday February 19th. His journal continues ...

"Arose at 5am and found that an early breakfast had been prepared for me. The two gentlemen assisted me to carry the canoe and luggage to the beach, packed, said goodbye, and launched away.

It was about 6am when I left Lisdillon; the wind was fair but light, so I resolved to use the paddle steadily, as I hoped to get into Blackman's Bay by nightfall, which would bring to close the voyage on the open sea. By nine o'clock I felt inclined for another breakfast, so I laid aside the paddle for half an hour supplied my wants from the side locker, the canoe meanwhile sailing quietly along with the light wind at about three miles per hour.

Maria Island was now clearly in sight and about 10am passed Cape Bougainville. Having taken again to the paddle I kept the little vessel up to a speed of about five miles an hour. In passing the cape the swell, round and smooth, rolled in very high - so high indeed, that when between the waves I lost sight of the lofty cliffs of Maria Island now only a few miles off; the swell would then roll in until it burst into foam against the wall-like cliffs of the cape.

Early in the afternoon I entered the channel between Maria Island and the mainland and could see the buildings on what is called Settlement Point. In years gone by this island was used as a convict settlement and a great deal of the land was brought under cultivation; now the island is leased by the Government as a sheep station.

Keeping in mid-channel, with light, fair wind, and using the paddle, I passed the capes and bays, cliffs and points on the mainland and the island. About three o'clock I was abreast of a point on the island upon which several buildings stood and the schooner 'Guiding Star', which started with me from Swansea, lay at

anchor at a little bay near the point; but as I was at least a mile from the point I kept steadily on, as I was desirous to enter Blackman's Bay before dark.

About 4pm the canoe was close to Cape Peron, the extreme southerly point of Maria Island. The view of the mainland from this point was very striking. The bold headland, Cape Bernia (sic), just opposite, marked the entrance to Marion Bay; while to the south could be seen the lofty cliffs of Forestier's Peninsula, their slopes and summits covered with grass and trees.

On entering Marion Bay, I had a very nasty cross sea rolling in behind me, so much so, that it was only with the exercise of the greatest care that I could prevent the canoe from being capsized; fortunately, the wind freshened and in about an hour I arrived at the head of the bay and found myself in comparatively smooth water.

It was now about half past five in the evening. Upon looking about me I discovered the entrance to Blackman's Bay, but to my great disappointment, the seas were breaking right across the narrow channel, while the surf was thundering upon the sand just at the head of Marion Bay. I hardly knew what to do. If I attempted to return to Maria Island, what wind there was would be right against me, and both sides of Marion Bay presented a line of cliffs.

I was glad to find that the wind was falling, the sea became smooth, but the swell rolled in as badly as ever, and a sea breaking about twenty feet ahead of the canoe warned me to paddle out farther from the shore. This I did and, under the circumstances, determined to lay out in the bay all night, trusting to find it possible to go through the narrows into Blackman's Bay in the morning. The first thing to do was to have supper; the locker and spare provisions box supplied my wants and, notwithstanding my vexations, I made a hearty meal.

It was now getting dark and as the darkness deepened, I could see the lights shining from the windows of the farmhouses about Bream Creek. After supper I took the paddle and set the canoe another quarter of a mile from the beach. I then buttoned my warm canoe jacket above my felt hat and with my hands on the paddle I reclined against the backboard and from time to time got 'forty winks'. In this way the hours passed away. Every now and then the noise of the surf seemed to sound clearer, and I knew that the canoe had drifted close to the beach; then I would sit up and paddle out towards the centre of the bay. It was a very long night for me; if I never knew before, I learnt then what the Psalmist meant when he said, 'More than they who watch for the morning'.

Thursday, February 20th - At length the day dawned, streaks of light showed themselves in the east, and at last the sun rose. Red and angry-looking, the orb of day rose out of the bosom of the ocean, indicating that strong winds, perhaps a gale, might be expected before long. I paddled the canoe once again towards the narrows. On one side of the entrance was a sandspit, on the other a line of low cliffs, beyond the calm waters of Blackman's Bay, my highway to Hobart Town. But the crested waves rolled over each other through the narrows, while upon the sandspit the swell rolled into surf with a noise louder than ever. What was to be done? I now felt the rising wind; it was north-east, right ahead for Maria Island. I made up my mind to run out of the bay and follow the coast towards Forestier's Peninsula, and land at the first safe spot.

The sail was hoisted, and my little vessel, with the wind on the beam, dashed out of Marion Bay and passed in safety the "High Rocks", the south-east point of the bay. I then opened up a line of coast exposed to the roll of the sea; its name I found out afterwards was Two Mile Beach Bay. I noticed that the corner

of the bay nearest to me was sheltered by some projecting rocks and a thick mass of kelp seemed to break the force of the sea in that particular place.

I determined to sail the canoe through the surf and effect a landing in the corner of the bay. First, I took the precaution to tie the canoe's painter to the paddle, keeping it under my hand.

Pressing my foot on the rudder-iron, the canoe's bow turned towards the beach; at the same time easing off the sheet of the sail, for the wind was now on the quarter, once more I drew near to broken water; a wave broke under me, sweeping the canoe on towards the beach, seeming to try hard at the same time to turn the little vessel broadside to the sea, but with hand and foot pressing the rudder-lines I managed to keep the canoe end-on for the beach. Once again, the foam dashed and tumbled about me, and then with flowing sail the canoe dashed up on the beach, landing softly on the seaweed as I jumped out in shallow water and in another moment had my vessel above the roll of the sea, landing on the beach about seven o'clock, after a sitting of twenty-five hours in the canoe.

As I carried my luggage up the beach towards a grassy bank lying at the foot of the sandhills, I was very thankful to find myself so well out of my difficulties, especially as I felt sure that a gale of wind was threatening by the angry appearance of the rising sun."

Winter is Coming! Merchandise – Chrissie Rowland

We've had some perfect autumn sailing days but winter is just around the corner and, as long as you are geared up, it's a great time to get out on the water. Keep warm on those cold winter nights with a CYCT polar fleece, hoodie, and beanie.

We have a range of sizes available. We'll have a display at our Winter Forums so come along, listen to our great speakers and take home some winter warmers.

Merchandise for sale



Ladies' Rugby
AUD \$40.00

95% Cotton for comfort, and 5% Elastane for stretch. Features an open, button-less placket, Tailored waist, Side splits, Slim Fit and CYCT embroidered logo



Polar Fleece Jacket
AUD \$55.00

Ladies Full Zip Fitted Jacket Fabric Bonded Polar Fleece 350gsm - 100% Polyester. Made from high quality Anti-Pill Polar Fleece. Extra deep pockets to keep hands warm with CYCT embroidered logo



Polar Fleece Vest
AUD \$55.00

Ladies Full Zip Fitted Vest. Fabric Bonded high quality, anti-pill Polar Fleece 350gsm - 100% Polyester. Extra deep pockets to keep hands warm and CYCT embroidered Logo 350gsm - 100% Polyester



Ladies' Short Sleeve Polo
AUD \$30.00

CYCT embroidered logo.



Striped Rugby
AUD \$50.00

5% Polyester for durability, and 35% Cotton for comfort, 350gsm rugby knit fabric, concealed 3-button placket, Internal twill back neck dome, Straight hem with side splits, Rib cuffs, and CYCT embroidered logo



Fleecy Hoodie
AUD \$45.00

80% Cotton, 20% Polyester, Cotton Rich CVC fleece 310gsm, fully lined hood, 2x2 rib cuffs round hem for added comfort, front kangaroo pocket and CYCT embroidered logo

Minutes of the General Meeting, Tuesday 2nd May, 2013

Opening - Chair

The Commodore opened the meeting at 7:30pm, and invited David Bowker to introduce guest speaker.

Rear Commodore – Guest Speaker Presentation

David introduced Craig Johnson, providing background on *Developing Production Systems for Offshore Kelp Mariculture*.

Funded through Blue Economy CRC (including CSIRO, Huon Aquaculture, UTAS, Uni QLD, Tas Gov, BMT, Southern Ocean Carbon Company, Climate Foundation, Deloitte). The project is working towards developing technologies suitable for commercial scale offshore kelp production off southeast Tasmania in particular, but which could also be deployed in offshore environments elsewhere in Australia and New Zealand.

The project will review, design and trial offshore production systems for kelp mariculture, further select for kelp genotypes to cope with ocean warming, assess the performance and potential impact of the kelp production system, and use these empirical measures to model production, environmental impacts (positive and negative) and economic viability of kelp mariculture at commercial scales.

At the conclusion of the presentation Craig invited questions. David thanked Craig and presented a plaque.

On the 4th April, Craig had sent an email to the Commodore inviting comments and questions from the CYCT on the kelp research project to be submitted by the 20th April (ie: before this meeting & presentation). Commodore Scott submitted an email response to Craig on behalf of the club. Scott read out the comments and questions from his submission and committed to circulate, the comments and questions along with Craigs answers and responses, to the membership following the meeting.

Secretary

Attendees and Apologies

- Registered on-line or sign in at the door.
- Apologies in advance: Val Nicholls, Bastian Siedel, Jean-Pierre Corgnet, Blair Bryant, Richard & Shona Taylor
- Apologies on the night: Mike Powell, Ann Travis,
- No guests present.

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on Tuesday 4 April, as published in the *Albatross*, be signed as a true and accurate record of the meeting:

Proposed by: David Bowker

Seconded by: Sue Powell

Unanimously carried.

Business arising from the Minutes

- Nil

Membership Officer – New Members

Applications for Membership & Provisional Members

- Justin Barwick and Ian Paget – not present
- Graham Openshaw and Janet Lennie

Introductions

- Membership Officer to introduce any new members in attendance and the Commodore to welcome them to the Club and present them with their Burgee.
 - John and Jenny Avery, yacht *Skye* – *not present*
 - Justin Barwick and Ian Pagett – *not present*
- Presentation of burgees to new members who have not yet attended a meeting.
 - Fiona Caird and Mel Bartlett, yacht *Wynd Chill*, – present and introduced themselves, have just bought an Arvor.
 - Annie McComb, yacht *Mystique* – not present
 - Graham Openshaw & Janet Lennie were in attendance. The Commodore presented them with their burgee after the meeting and they will be introduced at the next meeting.

Vice Commodore - Report

What's happened

- Easter cruise 4 boats – had a lovely time tucked away in Quarries and enjoyed protected anchorage and lighter winds.
- DSMNR 11 boats – good competition a challenging course. Most boats ended up within a few points of each other. *Crown Venture* – Mark 3rd prize (\$100 Muir's Restaurant), Jonathan on *Pedra Branca* 2nd prize (\$200 PJs Chandlery, *Southern Explorer* 1st prize (Oyster Cove Marina haul out, pressure spray and couple of days on the hard).
- Club picnic 12 boats – Apollo Bay, shared lunch with non-rally participants coming. No wind, lovely day.
- Tasman Peninsula cruise 5 boats – Port Arthur then across to South Bruny, South Port and north from there. Including Anzac Day with a commemoration on Southern Explorer and clarinet last post.

What's to come:

- 05 May Great Taylors Bay cruise - no interest down wind cruise with no destination in mind, stayed there then down wind . . .
- 20 May Oyster clean up - need to change date due tides to high – date now later in year – more sun, better weather.
- Derwent River cruise deleted - not able to get past Bridgewater Bridge and little to do between to occupy a long weekend. Perhaps in the future a visit to the Incat factory
- 17 June Dark MOFO - Andrew Boon. Going into Con Doc on Friday afternoon 16th June and stay Fri, Sat night and exit Sunday morning. Arrangement with Tas Ports for

bulk rate of \$30 per night (2 nights on Con Doc (normally \$50). Tides for that weekend are good for entry into Con Doc. Andrew has suggested it be set up as an event with registrations available on the web site. Berthing plan will be distributed prior to weekend and order to enter Con Doc. Red decked boats. I am bridge opening if members wish to arrive on Saturday.

For Discussion

- Cruise of the year award and cruising plaques – nomination requested from people who have travelled outside of Tasmanian waters or who have circumnavigated Tasmania
- Anniversary dinner – Saturday 26th August 48 years of CYCT. This year were going to the Italian Club. Alternative destinations were approached however the Italian Club responded immediately with program of food. Planning entertainment. \$80 per head for 3 course meal.

Treasurer - Report

- Report provided by treasurer and was an apology for the evening. JP reported all is in order.

Commodore

Information

Discussion

- Annual fees recommendation – The Commodore referred members to the Commodores report in the May Albatross. At the April meeting the CYCT Committee reviewed the Club's income and expenses with the objective of setting the membership fees for the coming year. Scott discussed the numbers presented to the membership in the Albatross and the committee's unanimous decision to recommend an increase of \$10 to the annual fees.
- The Commodore Outlined the Motion: That the CYCT annual membership fees for 2023/24, falling due on the 1st July 2023, be increase by \$10 to \$120 for Full Members and \$95 for Social Members.

Proposed: Lew Garnham Seconded: Mark Stephenson Unanimously carried

- Cruising Plaques & Cruise of the Year see above.
- MAST works program. not discussed
- Geoffrey Lea - NZ Fjords – Scott provided an update on Geoffrey's trip
- Val is in Bermagui

- Winter Forum Update – 13th June Bastian Siedel - presenting on medical emergencies on boats. Club Merchandise apparel will be displayed and available for purchase at the forum.

Women on Boats Report

Julie Macdonald - every third Monday of the month next WoB meeting will have Kathy Veel and Bridget Canham online speaking about their “2Birds2Hobart” team on *Currawong* Sydney to Hobart race which saw them crossing the line just on midnight on 31 December 2022.

Other Business

Editor Albatross

Julie Macdonald will be going away and requires assistance in June & July. Julie will be stepping down as editor at the AGM. Anyone able to assist or try their hand as Editor would be welcome to discuss with Julie.

Members can bring up topics for discussion

- Nil

Next Meeting

- Tuesday 6th June 2023, Winter Forum No 1.

Close

21:21 meeting closed.



Answers

1. The last commercial sailing vessel to round Cape Horn was the 4-masted barque *Pamir* in 1947. She was built in Germany in 1905, carried 3,800 sqm of sails; was taken as reparations by Italy after WWI and by New Zealand after WW2. She was repurchased by a German company but sunk with loss of most on board off the Azores in 1957.
2. Pouches in cargo ships were temporary bulkheads to stop cargo shifting.
3. A ‘purse’ net is one that has a closable lower section that traps fish enclosed
4. Steerage Way is the speed of a vessel at which the rudder is effective in steering.
5. The Japanese Fleet victory over the Russian fleet in the Battle of Tsushima on 27 May 1905 removed the Russian naval threat from the Pacific for over 60 years.

<https://www.afloat.com.au/feature/afloat-nautical-quiz/>

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



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Special note about the engine. The low-revving British-built Gardners have been and still are the choice of professionals. Quiet, powerful, economical and remarkably reliable.

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