

Albatross

Volume 49 No 8 September 2023



Newsletter of the
Cruising Yacht Club of Tasmania

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 & 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		
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Membership Officer		
Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Warden		
Chrissie Rowland	0438 266 425	<i>Ca Va & 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		
Val Nicholls	0404 825 310	<i>Aziza</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, and appropriately titled.
- Photos must be your own or clearly attributed and should include captions.
- The deadline for each month is the 18th. There is no *Albatross* in January.

Cover photo: *Easting Down* finds the pot of gold on the Winter Cruise – Shona Taylor

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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 – Erika Shankley



This edition is leading up to the Club's AGM when elections will determine the make-up of the Committee for the next 12 months. All positions will be declared vacant so, if you haven't already done so, please think about nominating someone (yourself?) for a role to assist with the running of the Club.

Office Bearers reminisce on the past year, its successes both on the water and ashore as well as outlining some of the forthcoming plans and events. Of interest is a report from the latest Winter Forum at which the vagaries of electrolysis were discussed. There's also information about Women on Boats' activities and thank you to those members who have written about a couple of recent Club cruises. Val has also sent another Postcard, this time from sunny Queensland. If you are looking for an interesting book to read in the cockpit, Mark presents a review which follows some mysteries on the high seas; and there's a short article about lighthouses as navigation aids. And don't forget the Safety and Seamanship weekend coming up.

Albatross relies on input from you, the members, and is always looking for interesting stories with links to cruising matters. See the guidelines inside the front cover and please 'put pen to paper'.

**Did you know?**

... that for the first three years the CYCT Committee included a Vice Commodore (Racing) as well as a Vice Commodore (Cruising). Once a month, Club boats could be seen tacking around the buoys in North West Bay, on Sunday afternoons!

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

TUESDAY 05 SEPTEMBER**Annual General Meeting**

Committee meeting 1630,

AGM 1930 at the RYCT.

Guest speaker, CYCT member, Chrissie Rowland speaking of her recent expedition tours to Port Davey & Bathurst Harbour.

SATURDAY 09- SUNDAY 10 SEPTEMBER**Randalls Bay Cruise**

Head off early for the mouth of the Huon River & overnight in Randalls Bay. Anchor beside the moorings & along the shore, the enjoy a long beach walk before a BBQ ashore at the rotunda,

Cruise Contact Mark Stephenson *CROWN VENTURE*

MONDAY 18 SEPTEMBER**WoB Meeting**

WoB meeting at the RYCT at 1715 hours

Topic TBA

SATURDAY 23-24 SEPTEMBER**Safety and Seamanship weekend**

Ian Johnston will again host a weekend in Barnes Bay area for up to 10 boats, sharing his knowledge and experience gained over many thousands of sea miles. A hands-on weekend looking at systems on different boats and practical demonstrations for MOB, towing, grounding. Plus more. Sit around a campfire on Saturday night to discuss and learn more. Early registration suggested as numbers are limited. Cruise Contact is Ian Johnston onboard *JULIENE* – 0418 202 957

TUESDAY 03 OCTOBER**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker Penny Haire discussing Tidal and Ocean currents around Tasmania.

SATURDAY 07 OCTOBER**Combined Clubs' Opening Day**

A great day out on the water with so many other boats from all the boat clubs in the south of the state flying all the bunting they can muster. Expect a sail past of the Governor onboard the *MV Egeria*. Final details not yet available so please check nearer the time. Cruise Contact is CYCT Commodore Scott Poulter onboard *GRADIVA* on 0419 513 983.

MONDAY 16 OCTOBER**WoB flare demonstration**

A practical safety session with the opportunity to experience setting off flares from the *RHONA H*. Registration required, limited to 16 WoB. 1800 hours start, light refreshments, small charge to cover costs

THURSDAY 26 – SUNDAY 29 OCTOBER**Show Day cruise**

One of the **Commodore's Series** of cruises to either Recherche, Port Arthur, Adventure Bay or Norfolk Bay.

Taking in the Show Day public holiday and cruising over four days, the Commodore will decide the most convenient destination according to the forecast weather. Cruise Contact is CYCT Commodore Scott Poulter onboard *GRADIVA* on 0419 513 983.

TUESDAY 07 NOVEMBER**Meeting**

Committee meeting 1630,

General meeting 1930 at the RYCT.

Guest speaker is Peter Hopkins from MAST detailing newly introduced electronic flares.

SATURDAY 11 NOVEMBER**New Members' Lunch**

The CYCT annual event where we gather to welcome new members and get to meet and chat with each and every member. The Kettering Yacht Club is our venue and the traditional seafood chowder, and a light BBQ will be available at no cost to all members. This year it will be BYO drinks as the bar will not be available. Cruise Contact is Membership Officer, Sue Powell onboard *YARAANDOO II* on 0458 089 013.

Commodore's report 2022-23 – Scott Poulter



The last 12 months have been very successful for the Cruising Yacht Club of Tasmania. After last year's AGM we were two committee members short. However, by the following Committee Meeting we had two additional volunteers thus completing the Committee.

Over the past 12 months we have received 23 new primary memberships and most importantly welcomed 54 new faces to the club. This is up from 21 memberships and 44 people for the previous year. Thanks to our Membership Officer, Sue, who does all the work to help our new members sign up and to make them welcome.

The Club organised 25 cruises with approximately 225 participating vessels. Of the 25 cruises, there were 13 short cruises. In terms of training and skills development there were four specific cruises including two Women on Boats sail-aways, one Safety Weekend, and the Donald Sutherland Memorial Navigation Cruise. There were six medium length cruises including Southport and Dover, Lower Huon, Nubeena, Norfolk Bay, Easter, and The Tasman Cruises. There were two extended cruises - the East Coast Cruise from Dunalley to Freycinet Peninsula over a two-week period in February and March; and the West Coast Cruise totalling over 500nm from the Channel to Port Davey, Macquarie Harbour, the Gordon River, and return including South and West coastal anchorages. A big thankyou to our very important cruise contacts who help make this all happen and to our Vice Commodore, Mark, who coordinated our on-water activities.

There were 11 general meetings. These meetings allow us to welcome new members, communicate club activities, information and socialise. Importantly, the general meetings also provided the platform for a fantastic series of 11 guest speakers. Both internal and external speakers shared their experience and knowledge with Club members and guests. Our Rear Commodore, David, put together a fantastic programme.

There were 10 Women on Boats meetings and dinners with entertaining guest speakers and one WOB's Christmas Dinner. Thanks to our WOB coordinators for organising these activities.

There were three major social events. 60 members attended our very successful New Members Lunch in November where we had the opportunity to welcome all our new members from the previous 12 months. The entire committee and volunteers helped make this a success. Thirty to forty members attended the annual "At home with Al & Dinah" in the lead up to Christmas, thank you to Al & Dinah for opening their home to the Club once again. Our major social event of the year, the Anniversary Dinner, once again organised by Vice Commodore Mark, I am confident, has been a fantastic success.

We have had three very informative, interactive and relevant Winter Forums. These very educational evenings are a fantastic way to make the most of the short cold winter days that come with living and cruising in our wonderful State. Importantly we can take on the coming cruising season with the benefit of our improved knowledge of Medical, Fire and Electrolysis,

thanks to these fantastic forums. A big thank you to committee members, and Medical Presenter Bastian and Blair for coordinating and presenting these Forums.

There have been 11 fantastic editions of our Flagship magazine the *Albatross*. This publication is filled with knowledge, experience, stories and information from our membership to our membership. This publication doesn't just happen! Our Editors, Julie and Erika, bring together an array of input (in multiple formats) to present our Flagship magazine on a monthly basis.

Our website has had a bit of a revamp over the past 12 months, thanks to the experience of our Webmaster Rob. We have made the *Albatross* more accessible online, highlighted our winter forums, guest speaker presentations and maritime information on our home page. Have a look online; if you need some help, send Rob a message.

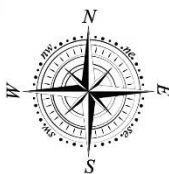
Our exclusive Facebook page is where you can share your cruise with your fellow Club members as it happens! Colour photos, anchorage comments, great sunsets, all as it happens. Organise your own Club cruise in company and share your experiences. This is a closed group for CYCT Club members only. Thanks to our Facebook coordinator Tracey for keeping everything safe.

To help coordinate all these activities our Committee has met 11 times over the past 12 months (4:30 pm meetings on the same day as the monthly General Meeting). Our Secretary/Warden/Quartermaster Chrissie, works behind the scenes and prepares an Agenda and Minutes for every Committee Meeting, General Meeting, and Annual General Meeting. Chrissie has also managed our apparel sales and the Wardens duties.

The Treasurer's Report, Profit & Loss, Balance Sheet & Auditors Report for financial year 2022-23 were emailed to all members during August for approval at the Annual General Meeting. Our Treasurer, Jean-Pierre, has done a fantastic job, quietly in the background, making sure that everything balances. At the end of the day, the Club has posted a profit of \$2916 for the financial year. We are well positioned financially moving forward.

I commend the 2022-23 year to the membership and look forward to the coming cruising season.

Fair Winds



Vice Commodore's report – Mark Stephenson



It's hard to know where to start this, my last report as Vice Commodore. The three years seem to have whizzed past, and I feel that my term as VC has been a very rewarding one personally and I hope that members have enjoyed and appreciated my time and the effort I put in. I found it difficult at times as I received very little feedback – which can indicate contentment - or apathy. I can only hope that members were happy with my style of VC'ing. The maximum of a three-year term is a good standard to

have so as to prevent burnout and to encourage new people with new ideas as well.

This last year has seen 22 events take place with some attracting only a few whilst others reached big numbers. Dover and Southport, Franklin, Dark MOFO in Con Dock, Safety and Seamanship weekend, the East Coast cruise, Norfolk Bay all had more than 10 boats participating with last month's Missionary/Aitkens Point cruise attracting 17 boats. Dark MOFO with 19 takes the first prize.

My thanks to all the Cruise Contacts who have looked after these cruises. Often there is not a lot to be done. Yes, perhaps, a little to be done in advance and then just keeping an eye on things as time goes by. I encourage you all to consider offering yourself as a Cruise Contact. I find it very rewarding.

On that note I will be the Cruise Contact for the cruise to Randalls Bay on the 9th September and hope this will attract our members with boats in the Huon and Cygnet area. There is a gazebo ashore with a BBQ, a good place to catch up for sundowners. Walks around the headland offer great views of the area.

Safety and Seamanship weekend with Ian Johnston comes next, then the Combined Clubs' Opening Day. But I won't go on about events here – please see the insert in this *Albatross* with a whole year of activities lined up. Use a magnet to attach it to the fridge, have it laminated and keep it handy or blue tack to a wall in the study. It is only a quick reference, there are full details on the website. This won't be the final calendar, there is bound to be changes, deletions and additions. Always check the website for accuracy.

I have really enjoyed the Committee involvement and encourage you all to consider offering yourself at the AGM. Some roles are more involved than others but very much more satisfying. And for the last time - *Fair winds!*



The fleet in Barnes Bay, Photo Erika Shankley

Rear Commodore's report – David Bowker

**AGM plus Chrissie Rowland - Expedition tours to Port Davey and Bathurst Harbour
05 September 2023, 19:30 until 21:00**

The September meeting is the AGM and a talk by Chrissie Rowland. She spends her summer months undertaking contract work in the Tasmania's Wilderness World Heritage Area in the southwest with Onboard Expeditions. Her presentation will take you by air into Bathurst Harbour where she will explore the water ways of Port Davey (no doubt familiar to many of our members), its bays, rivers, mountains, and beaches. The presentation will offer a chance to connect with the area, reflect on its unique beauty, its significance for conservation and value as a cruising destination.

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 6.00pm.

And a heads up for the October meeting when Penny Haire from Tidetech will talk on **“Tidal and Ocean currents around Tasmania - new scientific studies bust some myths”**.



The waterways of Port Davey & Bathurst Harbour
Photo: Erika Shankley

Membership Officer's Report – Sue Powell



No applications have been received this month to date, but we have one application from last month pending payment. There have also been five resignations for this financial year.

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.

Paddy Hodgman
Louise Hodgman

New Members 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 Sutor	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
<i>No Boat</i>	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>	Mathew 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
<i>No Boat</i>	Justin Barwick	0418 538 419
<i>No Boat</i>	Ian Paget	0413 027 003
<i>Leela</i>	Graham Openshaw	0439 315 681
<i>Leela</i>	Janet Lennie	0467 036 147
<i>Huon</i>	Pady Hodgman	0401 929 018
<i>Huon</i>	Louise Hodgman	0401 929 018

AN INVITATION



What for?	New Members Lunch
Where?	Kettering Yacht Club
When?	Saturday 11 November 2022
Start time?	12.00 midday
Cost?	Free to members
Who's invited?	All CYCT members
Under cover?	Yes, an indoor function with an outdoor deck if the sun is shining
Menu?	Traditional seafood chowder, BBQ delights with salads
Drinks?	BYO (Licensing laws have changed since last year)
Special diets?	Catered for but only if you notify when registering
Any boring speeches?	No, only interesting ones.
Registration deadline?	By 3 rd Nov - to allow caterers to go shopping
Who is catering?	The chowder comes from Fed Up Food Kitchen in Kettering whilst the balance of food is being prepared by members
Is the food any good?	It is superb!
RSVP?	Yes, please register on the website
Why should I go?	To meet new members of course!

Winter Cruise 15th and 16th July – Shona Taylor

YES, the cruise was on, YES people registered, but NO, they didn't turn up! It would be nice to de-register and let people know. We have noticed that some members regularly register for cruises but never turn up. We went as the lone boat and were lucky enough to drop anchor near Life Members Paul and Rosemary Kerrison. A quick chat across the water and we agreed to go ashore for a nice winter campfire and BBQ. We were very pleased they were in the bay (even though they were not one of the registered boats) as it made us leave our boats and join in some fun ashore. The biggest bonus was a lovely photo of our boat with a rainbow in a perfect position. The proof, of course is in the photo! (see front cover – Ed). We had a great time, and the weather wasn't so bad at all. Some pics for you to enjoy!



Almost a Spring Cruise! – Tracey Taylor

Just two weeks shy of Spring, members are keen to "shake out the cobwebs" to enjoy some time on the water. With 21 boats signed up for the Missionaries / Aitkens Point cruise, it sounded like a party from the outset! Not to be deterred by the chilly forecast and the sudden drop to the expected maximum of 11° and predicted snow to 600m with possible hail etc, the fleet travelled from all points of the compass to share time with friends. The anchorage at Aitkens Point, south of Simpson Bay, was chosen a few days prior with the WSW and SW change calling for better protection than Missionary.



We had a few last-minute cancellations, but in the end, the ideal anchorage of Aitkens Point saw a fantastic fleet of 17 vessels including: *MV Southern Explorer*, *Bradybus*, *Mystic*, *SV Juliet*, *Sequoia*, *Luna Seas*, *Easting Down*, *Willyama*, *Storm Boy II*, *Murphy*, *Pandora*, *Mischief*, *Escapade*, *Stella*, *Stormfisher*, *Venus* and *Verna*.

True to form, the wind gusted higher than predicted and 26 knots was recorded by several vessels sailing to Isthmus Bay. Keeping all boats company were the stunning rainbows, highlighted by the mini squalls passing from the WSW. There will be many beautiful photos taken from Saturday's sail.

At Aitkens Point the sun was beaming down on a beautiful collection of vessels. John from *Pandora* aptly sorted out a fire ashore, and there was a roving gathering with several contingent chapters throughout the afternoon. We enjoyed billy tea, brewed in the coals, thermos coffee and several warming libations. Devonshire Scones with Jam and cream and other baked delights warmed the "cockles of our collective hearts" in readiness for the chilly evening, which brought a few more showers and rainbows, and felt like 1.7° at 5 pm, so Willie Weather stated. *MV Southern Explorer*, hosted sundowners aboard for those brave enough to row out upon dusk. The Matilda's game was a hot topic.

Photo: Tracey Taylor



The flotilla was grand in the extreme, so many magnificent vessels and plenty of room in this pretty anchorage, a rainbow to shower us in good luck, and some fine tales of sailing ensued over a beverage or two.

While Aitkens Point is well known to many CYCT members, to others it is not in their usual cachet of favoured anchorages. One member was heard to say that he had been sailing the Channel for 64 years and this was his first visit. Reassured it's a pretty spot, nicely wooded, plenty of room for a flotilla, a comfortable spot for a fire and "a shore party" and good protection from west and southwestern quadrants. The stunning backdrop of Fluted Cape sets the picture perfectly.

We'll certainly be returning to enjoy this anchorage again.

Photo Richard Scarr



A Postcard from Val: Mileage, Meltdowns, and the merit of Hoving-to

Dear Friends, a mismatch twixt brain and time availability meant that I missed my own deadline to get a postcard to you in July. I'll try to bring you up to date.

In the past 2 months, Aziza and I have pulled in at Laurieton, Camden Haven (great hospitality at the United Servicemen's Club); Trial Bay (yep, rolly but good spot for a nap); Iluka and Yamba; Gold Coast Seaway; Tipplers Passage; Canaipa Point; Peel Island and Moreton Bay Trailer Boat Club, Manly (I highly recommend).

Onwards to Lucinda Bay/Moreton Island and then, as now, Mooloolaba. Here, in the Wharf Marina, I find myself nestled between a small commercial cruise boat and 2 fishing vessels turned eating venues collectively called Prawn Star, (yes that's right). Apparently, according to the cardboard notice pinned below the main sign "Prawn Star has crabs, hahahaha!" For all the laughs the boats look terrific with their fairy lights and enticing food photos, the staff are friendly, and they are well known, according to the boss, for the best prawns in Australia. I hope to find out.



One of the motivations for this trip was that a single hander like me could 'day-hop' right up the eastern seaboard with the average hop being around 40-50nms @ 5kts 8-10 hours. Whilst day-hopping has largely relieved me of the of sleep management over multiple days passaging, at least twice I have decided to bypass anchorages or bars in favour of making some distance whilst weather, tides and timing looked good. Firstly, Camden Haven to Yamba via Trial Bay for a 2-hour rest and meal. Total 150nm. Secondly, Yamba to Gold Coast with a 4-hour anchor in Byron Bay for a good meal and a brief sleep. Total 110nm. Given the length of the journey and winter's shortened daylight, both required a nighttime passage. In both instances, I scheduled a "Truckie stop" for a meal and a nap. It worked well in Byron but was too rolly to relax in Trial Bay. On the hour every hour I prescribed a 10-minute nap on deck. I put the timer on my phone, checked the coast was clear and put AIS and phone timer alarms on. Pillow in place. However, with one exception, I never got past a minute and a half without checking the phone! None the less, the old 'fake it 'til you make it' trick definitely worked. "Oh that was a lovely minute and a half nap, I feel very refreshed, that was great!" I also broke the time up into 2-hour watches e.g. at 3am "Oh great, nearly time for the 4am to 6am watch, I'll cook eggs at 6 o'clock". Crazy, I know, but it got me through. When I left Yamba, I had agonised over the decision making, as I exited the Bar in dusky light a small dolphin swam by. I took it as a sign "I'll be alright, I'll be alright".

It could be said that in Mooloolaba I am metaphorically Hove-To, that in recognising a deteriorating situation I have taken strategic action to slow myself down, to take the wind out of my sails. A day after arrival I fell in a heap, a meltdown, a complete loss of confidence in what I had done and proposed to do coupled with copious crying in the cabin. Not good. On reflection and utilising the 4 Duck approach to Risk Management I was able to identify a number of factors at play and find appropriate action.

Four Duck theory has it that every Duck is a risk factor. Four Ducks in a line being a disaster i.e. One Duck: manageable risk; Two Ducks: Alert but not alarmed; Three Ducks: Alert and alarmed, strategic action required to prevent a four-duck line up; Four Duck line up: Disaster.

In brief, I identified Duck One: In Manly I had some repairs done and became aware that my anchor and mast head navigation lights were very dim. My anchor light, dimly visible one night, nothing another. I recognised that I didn't have back up for my tiller pilot. I was concerned that I was falling behind on *Aziza* care.

Duck Two: I had been unwell, with no sign of improvement, for about a week. Covid like symptoms but negative on tests. Fatigue, coughing and headache. I was concerned about my physical health.

Duck Three: The 40 nm passage to Mooloolaba had quietly unnerved me. Contrary to 10-15kt SE forecast, a following wind of 18-24 kts blew for most of the 7-hour passage. *Aziza* was non-plussed, but each time I looked behind I saw and felt a grey messy sea asserting its independent and authoritative energy. I felt small, isolated, and potentially foolish. This scenario wouldn't bother many a CYCT sailor but for me it made me aware that at a deeper level I was almost certainly and constantly exerting a deep-seated energy and restraint to manage this edge of my single handing experience. I was concerned that the positivity and commitment I require as part of safe single handing was sapping.

Duck Four had yet to waddle in, but I was pretty sure it had Wide Bay Bar on its forehead. I felt no energy or confidence to tackle the practical planning and positive mindset a safe, successful, and enjoyable crossing and arrival entailed. Having identified the deteriorating situation, I took assertive action to Hove-to. To stay longer, rest, recoup, organise tradies to fix the lights, clean *Aziza's* bottom, check the anode, do a few maintenance tasks, get a back up to the tiller pilot, go swimming, walk, eat prawns and chat to people. A good call. All ducks are gone and perhaps for the first time since leaving Kettering I feel I am on holiday. It is T-shirt and shorts temperature, the boat jobs are done, *Aziza* says Thank You, the endless surf beach just a five-minute walk away. The vibe of the Wharf Marina complex is what I would call Linen and Latte: Boutique shopping, excellent dining options, Sunday music, a cocktail bar and of course there's always the two Prawn Stars.

I have recouped, restored and am ready to un-hove!

P.S. I wandered over to the Mooloolaba Surf Club to watch the Matildas play France and soon found myself with a bunch of Tasmanians ... it is a common occurrence, happens often! The atmosphere was sensational, I swear we took the roof off! Made new friends that invited me for a sail next day. Turned out to be a beautiful morning sail and an eventful 10nm tow back to the marina from the local Coast Guards. What happened? That's another story!



Photo: Tracey Taylor

Women on Boats report – Julie Porter



The latest update from WoB is rather brief this time. Having returned from a week in New Zealand, reconnecting with family and taking some time out before *Rhona H* went up on the slip for three weeks meant little time to think too much WoB (apologies).

The August meeting is Jane of *Erik* and a report will be forthcoming next month.

Lastly, remember I am hoping for a WoB “Yearbook” this year:

- BOAT (your boat and / or boats you crew on)
- Favourite sail / voyage / destination during the year
- Favourite recipe
- One thing learnt this year
- One goal for the next twelve months
- And a photo of you and one of your boat.

The easiest way is to email me (heather.belle.tas@gmail.com) and then just return with photos attached.

Until next month - fair winds, always,

Winter Forum No 3 – Bastian Seidel

Electrolysis: Presented by Chris Davies

Our third and final winter forum this year was a bit special. Over a dozen committed members of the CYCT and RYCT attended a very informative workshop in the early evening of August 8th. It was a real privilege that esteemed corrosion specialist and chartered engineer Chris Davies agreed to spend well over two informative hours comprehensively pointing out and patiently explaining the complexities and pitfalls of electrolysis. As Chris stated: ‘The maritime environment is the most corrosive on the planet’. And when it comes to corrosion - don’t just follow the perceived wisdom of the crowd, consult with a qualified expert.

Electrolysis is the general term “incorrectly” used to label the effects of corrosion on all vessels. There are many types of corrosion, the main being galvanic corrosion. This occurs when two dissimilar metals are immersed in an electrolyte. Galvanic corrosion is used in batteries to create a power source, the chemical interaction of the dissimilar metals in an electrolyte creates electricity when the circuit is completed. The bad news for yacht owners is that salt water is an excellent electrolyte. If yachts were made from one metal and we didn't put them in salt water, there would not be a problem.

In the atmosphere, rainwater washes salts away that build up on the surface of metals. Steels rust, the brown deposit is the oxidation of iron. Both aluminium and stainless steels have a protective oxide layer that protects itself in air but in sea water this cannot cope. Stainless steels suffer from pitting and crevice corrosion in salt water.

Since we use dissimilar materials, how do we stop this electrochemical reaction that can lead to significant damage to your boat's hull, propellers, and other underwater components?

The primary corrosion protection of all hulls is in a form of coating. Paint to put it simply. Coatings require periodical maintenance. They should also be compatible. Do not mix and match!

When coatings fail or are damaged, a metal hull such as steel or aluminium is protected by means of sacrificial anodes.

What should you do?

1. Routine inspections: Regularly inspect your yacht, not only the obvious underwater components, also check the inside of the hull. Particularly under shelves or hidden compartments that may not have coatings. Look for signs of corrosion. Early detection can help prevent extensive damage.

2. Sacrificial anodes are used to protect metallic components below the waterline (they don't protect the inside of steel hulls or above the waterline): Sacrificial anodes are not pure metals, they are an alloy made of reactive metals like zinc, aluminium or magnesium combined with small percentages of cadmium, arsenic and other nasty things so always wash your hands after handling! The chemical composition of ZI alloy is based on research and rigorous testing derived by the US military. Anodes are strategically placed on your yacht's hull and other underwater parts. These sacrificial anodes corrode in place of your boat's essential components.

Anodes work by raising the electrical potential called cathodic protection. To do this they need good electrical and mechanical connection. The best way to attach sacrificial anodes to a steel boat is to weld them on. Always use anodes from an Australian manufacturer as they are required to follow strict standards and keep batch samples as part of quality control.

3. Marina practices: Be cautious when connecting shore power or plugging into marina facilities. Improper electrical connections can introduce stray currents into your vessel. Shore power interaction is the biggest danger to aluminium vessels. Use a galvanic isolator to ensure protection. They cost around \$200 but are highly effective. Also be mindful that water temperature and salinity affect corrosion.

4. Timber hulls suffer from a different mechanism: Caustic degradation could be described as “timber corrosion”. Hydroxyl ions dissolve the lignin in timber the same process as used in making paper pulp.

The electrochemistry of timber hulls is complex, they conduct like metal (through salinity). Salt pickles or preserves timber below the waterline but also conducts. The use of dissimilar fasteners in timber construction should be avoided at all costs! Stainless steel alongside copper or bronze creates electrical current just like in a battery. The resulting timber degradation over time is significant, resulting in major rework. Above the waterline freshwater causes rot in damp timbers. It is essential to eliminate any areas where rain can be trapped and left to accumulate.

Be careful in timber hulls with electrical wiring and bonding: Caustic degradation is caused by the electrical bonding of the metallic components that are also sacrificially protected by anodes. All metallic fittings such as stern tubes should be insulated or made from inert materials such as fibreglass.

Furthermore - yachts deteriorate faster when berthed/moored and not used. Another good reason to sign up to one of the excellent cruises with the CYCT.

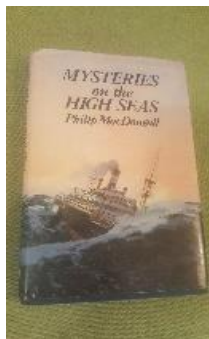
It was a fabulous evening and as the photos show - very hands on. For more information on all thing's electrolysis, please check Chris Davies' excellent website: www.corrosionsolutions.com.au.



All photos by Bastian Seidel



Book Review – Mark Stephenson



Mysteries on the High Seas by Philip MacDougall

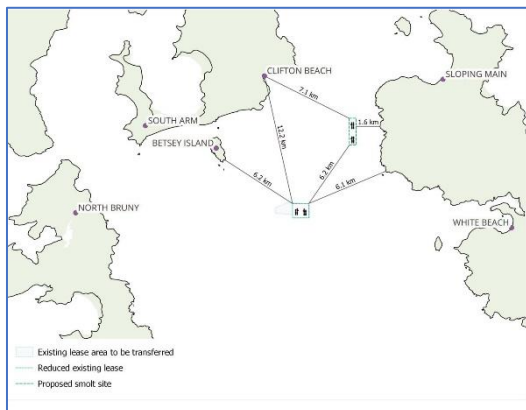
Whilst scanning the bookshelves for my next bedtime reader, I came across this 1984 British publication. Purchased some time ago and I can't remember why it was on the shelf!

A very dry read detailing some very interesting reports of ships that have disappeared without trace. It covers more than 15 disappearances of sailing ships from the 19th century, and more recently submarines, steamers, trawlers, bulk carriers, and passenger ships. All told with surprisingly detailed research, some from century old records.

The author reveals the sources of his information as the individual story unfolds, with information from enquiries, court martial records, the press and other government records.

I was surprised at the detail surrounding the capsizing of the *Royal George*, a 100-gun first rate ship, in 1782 whilst in Portsmouth harbour where more than 700 lives were lost. This occurred during maintenance. Was the *Lusitania's* sinking the reason the USA entered the First World War? Was she carrying a cargo hold full of ammunition? Did the German U-boat know she would be travelling without escort through the war zone? Did she change course so as to be a target for the U-boat, with its torpedo containing 290 tons of TNT slamming into her midships coal bunker? Lots of unanswered questions with very well explained alternative possibilities. Let me know if you'd like to borrow this book, or Hiscock's 'Wandering Under Sail' I reviewed last time. Finding these two in a book shop could prove a challenge due to so many years having passed since printing. I've now started something more recently released - a 2021 edition of Sian Evans 'Maiden Voyages' - women and the golden age of transatlantic travel. Proving to be a riveting read.

Petuna Storm Bay Fish Farm information



If you are concerned about the proliferation of fish farms in our navigational waters, check out the CYCT website for Petuna Seafoods plans in Storm Bay at: Member menu/General boat/yacht information/Fish farms/Petuna Storm Bay Fact Sheet July 2023.

Community consultation will be ongoing from August - November (open days and site tours, local information sessions, email and web enquiries)

Safety Weekend with Ian Johnston



Register now for the next
**SAFETY AND SEAMANSHIP
WEEKEND**

On the weekend of the 23rd & 24th September we will be conducting the 3rd Safety and Seamanship course. Weather permitting, we will again base ourselves at Quarantine (the floating pontoon proved itself an ideal platform for many of the activities). The weekend is focused on actually practicing skills on your boat which will make you that more confident, safer and a more adventurous cruiser. Particular focus will be on person overboard, setting up your boat for safe cruising beyond local waters, anchoring, kedging, heavy weather, navigating and rendering assistance. You are welcome to give me a ring if you have any questions or suggestions.

Ian Johnston 0418202957



A cubby house for the youngsters?
CYCT Safety Day at Snug Beach, 1978
Photo Erika Shankley

LIGHTHOUSES AS NAVIGTON AIDS – Erika Shankley

During August we celebrate two events related to lighthouses. August 7th is National Lighthouse Day, and the third weekend of August is International Lighthouse and Lightship Weekend

In this day and age with navigators relying on electronic devices to determine their position, one wonders about the continuing viability of lighthouses.

The Australian Maritime Safety Authority (AMSA) still manages a network of about 500 Aids to Navigation (AtoN) at hundreds of sites around Australia's coastline. In addition, there are a number of lights and beacons in ports and harbours which are maintained by local Port authorities.

Apart from traditional lighthouses Australia's network also includes:

- Beacons
- Buoys
- Radar transponder beacons (racons)
- Differential Global Positioning System (DGPS)
- Automatic Identification System ((AIS)
- Met-ocean sensors such as
 - Broadcasting tide gauges
 - Directional wave rider buoys
 - Current metres
 - Weather stations

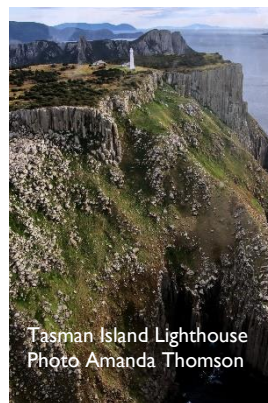
AtoN are still used as key navigational tools by seafarers, enabling them to take responsibility for their own safety at sea.

By maintaining and improving this service AMSA is able to make coastal navigation safer and help prevent loss of life and marine pollution that could result from wrecked or stranded vessels.

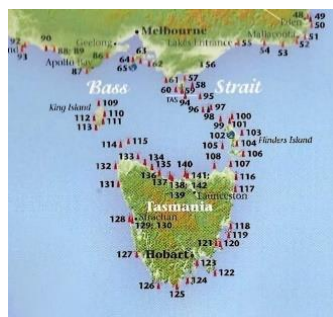
Tasmania has a ring of lights around its coastline with Australia's oldest continuously operating light still operating in its original tower at the Iron Pot (Derwent Light 1832), and the highest operational light above sea level on Tasman Island (276 metres above sea level).



Derwent Light - Photo Erika Shankley



Tasman Island Lighthouse
Photo Amanda Thomson



Minutes of the General Meeting, Tuesday 1st August 2023

Opening - Chair

- The Commodore opened the meeting at 19:30hrs.

Rear Commodore – Guest Speaker Presentation

- The Rear Commodore introduced the guest speaker for the evening. Len Stephens presented on *Cruising the Gulfs and Northwest Coast of South Australia* is our presenter. Len described the spectacular, unspoiled coastline sailing west of Adelaide. Beginning with Kangaroos Island, then Althorpe Island, Spencer Gulf, and the islands off Port Lincoln, taking us around Cape Catastrophe to Coffin Bay then northwest along the Great Australian Bight coast to Ceduna, stopping at numerous small ports along the way. Len's talk covered the offshore Islands of Pearson, Flinders and Franklin that are rarely visited by anyone but the local fishers.

Secretary

Attendees and Apologies

- Apologies in advance – Jean-Pierre Corgnet, Bastian Siedel, Blair Bryant, Val Nicholls, Michael Rowland, Julie Porter, Charles, Julie Macdonald
- Guests attending were Kendall Holbert guest of Graham Openshaw

Minutes of the last General Meeting

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

Proposed by: David Bowker Seconded by Rob Greenwell Carried

Business arising from the Minutes

- NILL

Membership Officer – New Members

Applications for Membership & Provisional Members

Introductions

No new members

Vice Commodore - Report

What's happened:

- 15 Jul - Mid winter cruise to Barnes Bay, 2 boats with a pot of gold at the end of the rainbow. Thanks to Shona and Richard for being Cruise contacts.

What's to come.

- 12 Aug - Missionary Bay/Aitkens Point weekend. Tracey Taylor to be the Cruise Contact. Currently 7 boats registered.

26 Aug – Anniversary Dinner at the Italian Club – 26 RSVPs to date. Mark encouraged members to register on the website. Mumma Rosa will be the entertainment. Trophies will be presented; Donald Sutherland Memorial Navigation Cruise, cruising plaques and cruise of the year so please turn up on the evening to receive your award.

- 23 Sep - Safety and Seamanship weekend with Ian Johnson. No registration yet, promises to be a very informative weekend.
- 07 Oct - Opening Day combined clubs
- 26 Oct - Show Day (4 days) holiday weekend - a downwind cruise. Commodore series
- Calendar – lots of events online so please have a look at it. Goes through until August 2024. Would appreciate input for additional activities. Next Albatross will include details of the cruising calendar.

Treasurer - Report

- JP sent his apologies and Scott summarised the Treasurer's monthly report. Financial position is good.
- Annual Report was approved at the Committee Meeting and will be emailed to all members around mid-August. Please send any questions through to the Treasurer JP.
- The Commodore asked members to email/phone the Treasurer with any questions "prior" to the AGM.

Commodore**Information**

- Notice of AGM & Agenda in August Albatross which was emailed on the 24th July and delivered by post on the 31st July. We need a quorum of 16 for the AGM. The AGM will be followed by presentation by Chrissie on Expedition Cruises to Port Davey. All positions will become vacant at the AGM. Scott called for nominations for various positions to the Committee. Vice and Rear Commodore, Editor, Secretary, Warden, Quartermaster and Committee Member.
- Petuna Storm Bay Information- Community Consultation. Details will be emailed to all members to review and contribute as appropriate.
- Tasman Bridge See MAST website at <https://mast.tas.gov.au/safe-navigation/tasman-bridge/> for details/rules about going under the bridge
- Favourite Anchorages Series are happening on the CYCT Facebook site with some lovely pictures of good anchorages, CYCT fleets to increase engagement of members.
- Editor – Erika Shankley is acting editor as Julie MacDonald is currently overseas. Scott encouraged member to submit articles.

Women on Boats Report

- Women On Boats – Franklin trip was a great success with a great talk from Ian Kuhn (Franklin Chandlery). The group visited the new jetty (Andrew Perkins) and Franks Cider for lunch.

Other Business

Members can bring up topics for discussion

- Menu for the Anniversary dinner welcome drink (Italian wine and beer) antipasto, meat balls or calamari on platter, main course 18hr beef ragu, tortellini, tiramisu semi-fredo with fresh cream and choc sauce
- Other items
- Winter Forum – Bastian Siedel introducing guest Chris Davies speaking on electrolysis on boats 18:30 hrs start.

Next Meeting

- AGM 5th September

Close

- The meeting closed at 20:32 hrs and the Commodore invited members to socialise.





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R & J Batteries	Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; just present your Club membership badge to receive best prices.

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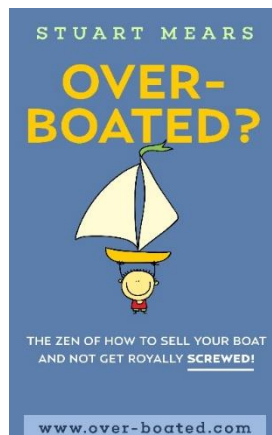
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Tables can be rented for \$10 on the day

Contact admin@myct.org.au or ph: 03 62439021

Funds raised will go to the Egeria upkeep and Rotary Club of Lindisfarne

CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.

North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

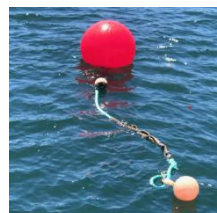
Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 3 May 2022

**North Simmonds Bay, Bruny Island Number 2 - 7786.**

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E. Maximum length permitted by MAST is 17 m.

This mooring was last serviced on 3 May 2022.





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